

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UNNT

Terminal Charts For UNNT

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Novosibirsk Rus
IATA Code: OVB
Lat/Long: N55° 02.0' E082° 35.9'
Elevation: 368 ft

Airport Use: Public
Magnetic Variation: 8.8°E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 2316 Z
Sunset: 1342 Z,

Runway Information

Runway: 07
Length x Width: 11801 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 365 ft
Lighting: Edge, ALS

Runway: 16
Length x Width: 11818 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 362 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 25
Length x Width: 11801 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 363 ft
Lighting: Edge, ALS

Runway: 34
Length x Width: 11818 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 368 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS 131.3

ATIS 127.4 Non-English

Novosibirsk Start Tower 118.5

Novosibirsk Taxiing Ground Control 121.7

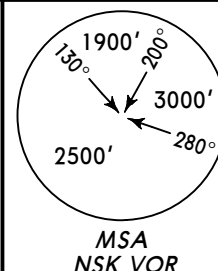
Novosibirsk Approach Control 127.5

Novosibirsk Approach Control 127.1

Novosibirsk Krug Radar 122.0

ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4640' (4275')

(QFE)

GV 07D, KD 07D, KG 07D
RWY 07 ARRIVALSDo not overfly central part
of city below 4310' (3945').KENG
N56 19.2 E080 42.1126°
43KEGAV
N55 47.6 E081 35.1

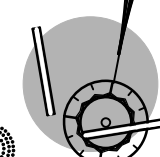
141°

KG 07D
53

NOT TO SCALE

NOVOTYRSHKINO
715 KD
N55 17.0 E082 24.0-107°
287°
180°
15
KD 07DKOLYVAN
660 GV
N55 19.0 E082 43.0

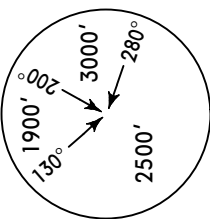
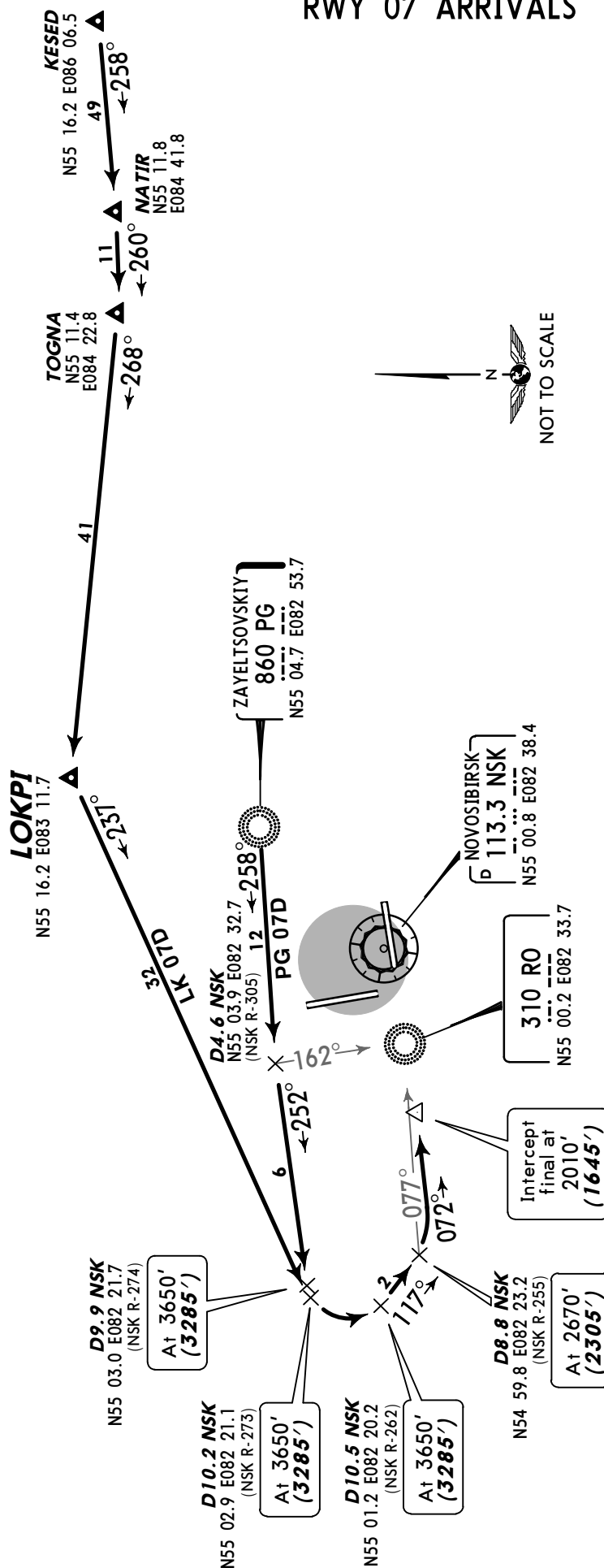
209°

GV 07D
21D10.6 NSK
N55 02.0 E082 20.0
(NSK R-268)At 3650'
(3285')D10.5 NSK
N55 01.2 E082 20.2
(NSK R-262)At 3650'
(3285')D10.5 NSK
N55 02.5 E082 20.4
(NSK R-271)At 3650'
(3285')D8.8 NSK
N54 59.8 E082 23.2
(NSK R-255)At 2670'
(2305')Intercept
final at
2010'
(1645')NOVOSIBIRSK
113.3 NSK
N55 00.8 E082 38.4310 RO
N55 00.2 E082 33.7

ALT/HEIGHT CONVERSION	
QNH	(QFE)
4640'	(4275' - 1300m)
4310'	(3945' - 1200m)
3650'	(3285' - 1000m)
2670'	(2305' - 700m)
2010'	(1645' - 500m)

ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4640' (4275')

(QFE)

MSA
NSK VORLK 07D, PG 07D
RWY 07 ARRIVALSDo not overfly central part
of city below 4310' (3945').

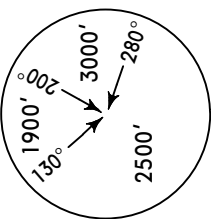
ALT/HEIGHT CONVERSION

QNH (QFE)

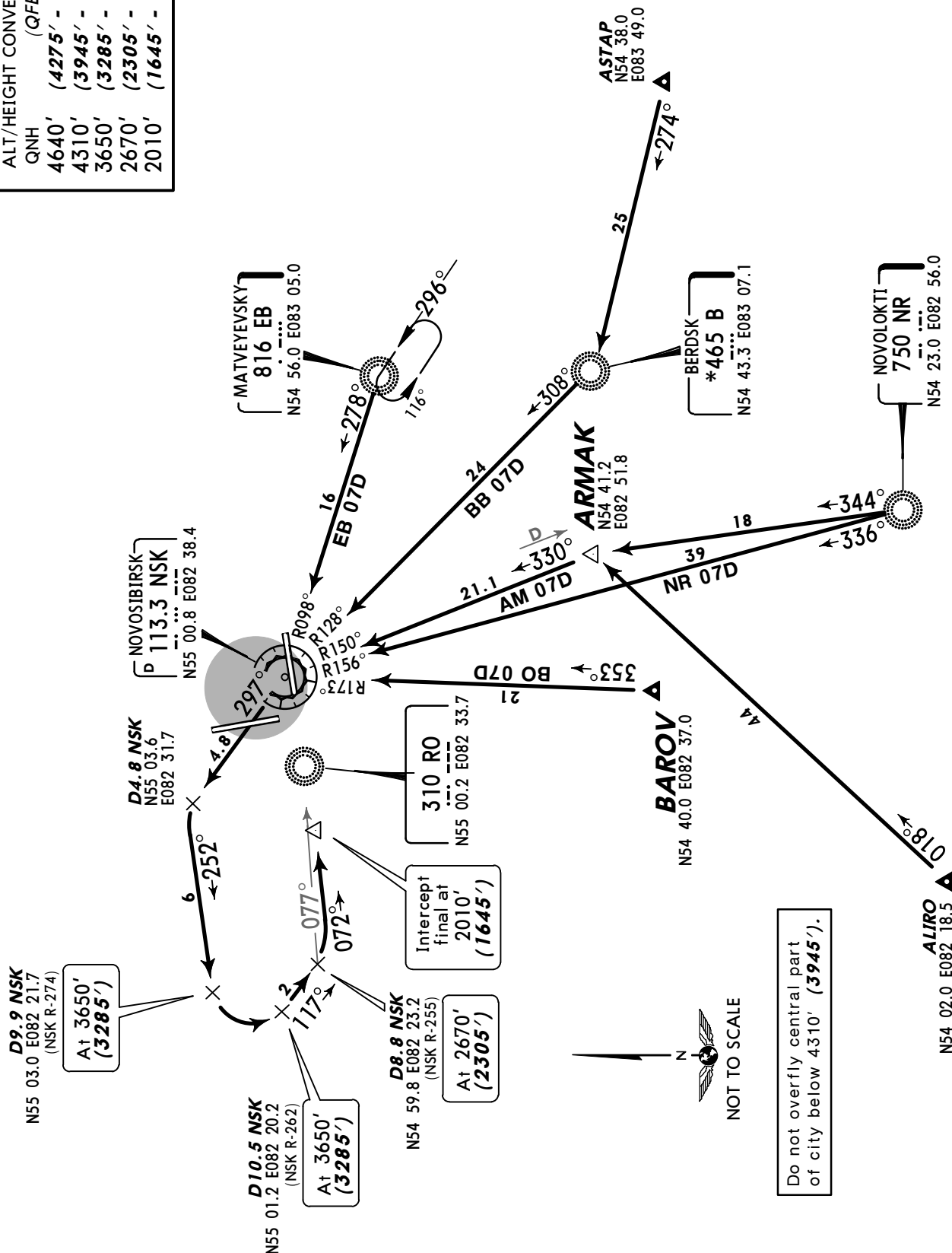
4640'	(4275' - 1300m)
4310'	(3945' - 1200m)
3650'	(3285' - 1000m)
2670'	(2305' - 700m)
2010'	(1645' - 500m)

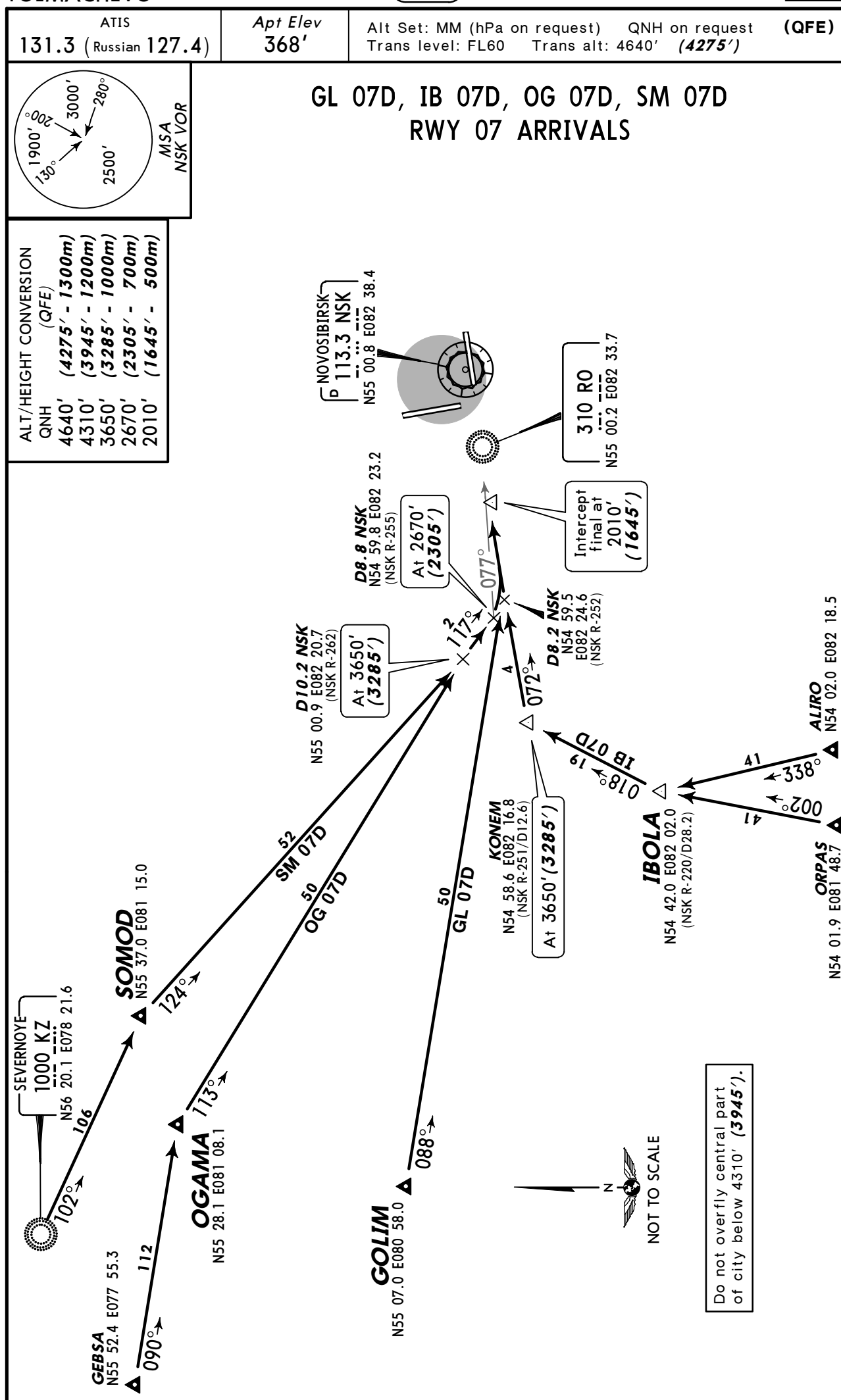
ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4640' (4275')

(QFE)

MSA
NSK VORAM 07D, BB 07D, BO 07D, EB 07D, NR 07D
RWY 07 ARRIVALS

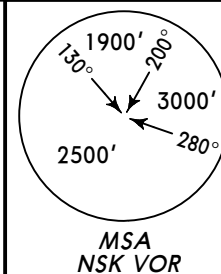
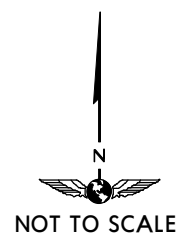
ALT/HEIGHT CONVERSION	(QFE)
QNH	
4640'	(4275' - 1300m)
4310'	(3945' - 1200m)
3650'	(3285' - 1000m)
2670'	(2305' - 700m)
2010'	(1645' - 500m)





ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4640' (4278')

(QFE)

GV 16D, KD 16D, LG 16D, OR 16D
RWY 16 ARRIVALSDo not overfly central part
of city below 4300' (3938').BAKCHAR
605 BA
N57 01.0 E082 04.0LAMGA
N56 01.2 E082 15.7ORTIK
N56 03.5 E082 26.4NOVOTYRYSHKINO
715 KD
N55 17.0 E082 24.0KOLYVAN
660 GV
N55 19.0 E082 43.0-107°
287°
129°D11.4 NSK
N55 11.7 E082 32.3
(NSK R-333)
(158° brg to SV)At 2010'
(1648')N55 10.8 E082 33.3
At 2010'
(1648')D11.4 NSK
N55 11.9 E082 33.8
(NSK R-338)
(165° brg to SV)At 2010'
(1648')Intercept
final at
2010'
(1648')875 SV
N55 05.0 E082 35.0

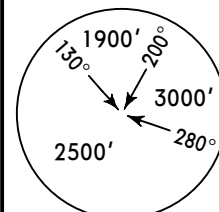
ALT/HEIGHT CONVERSION	
QNH	(QFE)
4640'	(4278' - 1300m)
4300'	(3938' - 1200m)
2010'	(1648' - 500m)

NOVOSIBIRSK
113.3 NSK
N55 00.8 E082 38.4

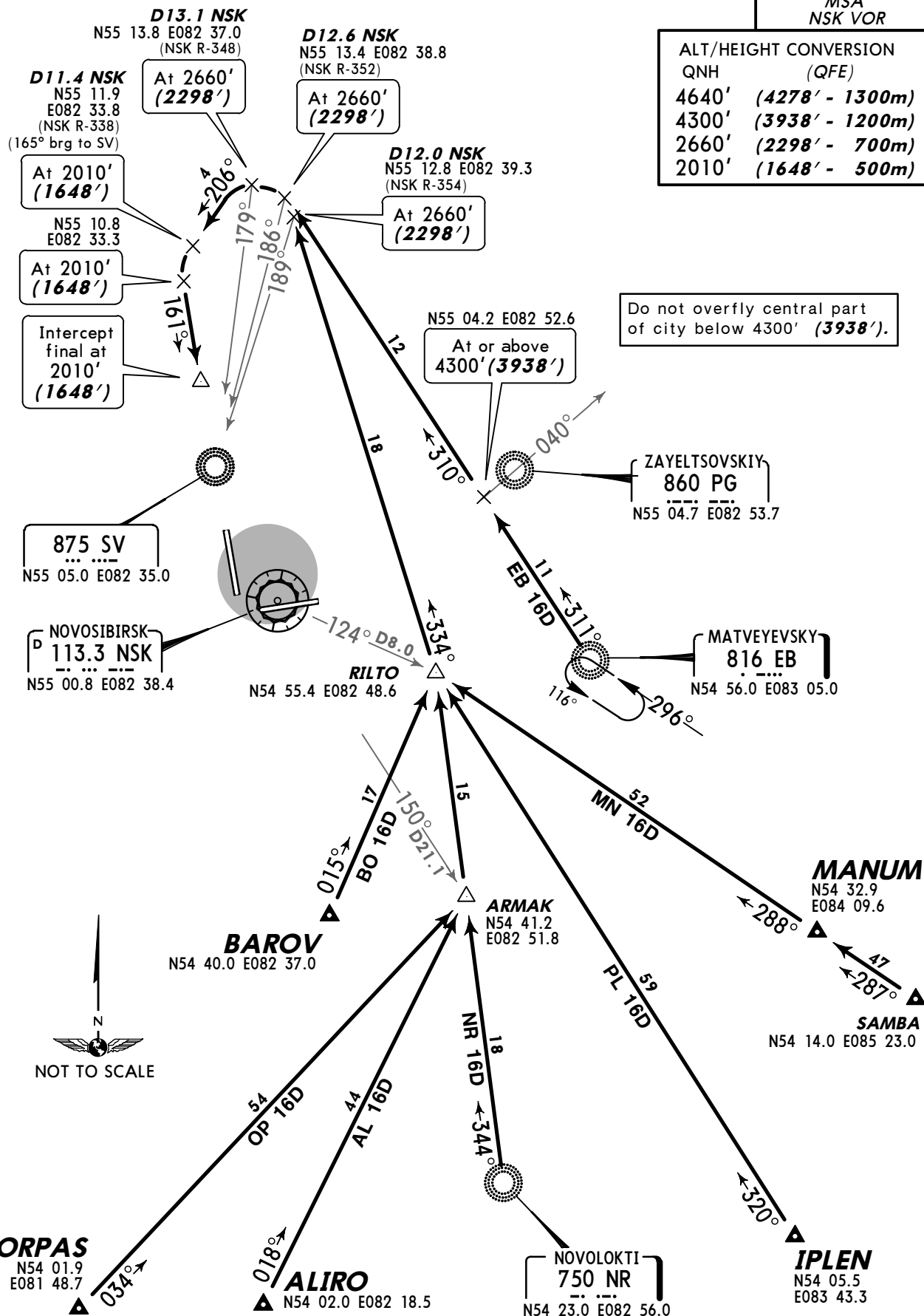
CHANGES: Trans level. © JEPPESEN, 2010, 2011. ALL RIGHTS RESERVED.

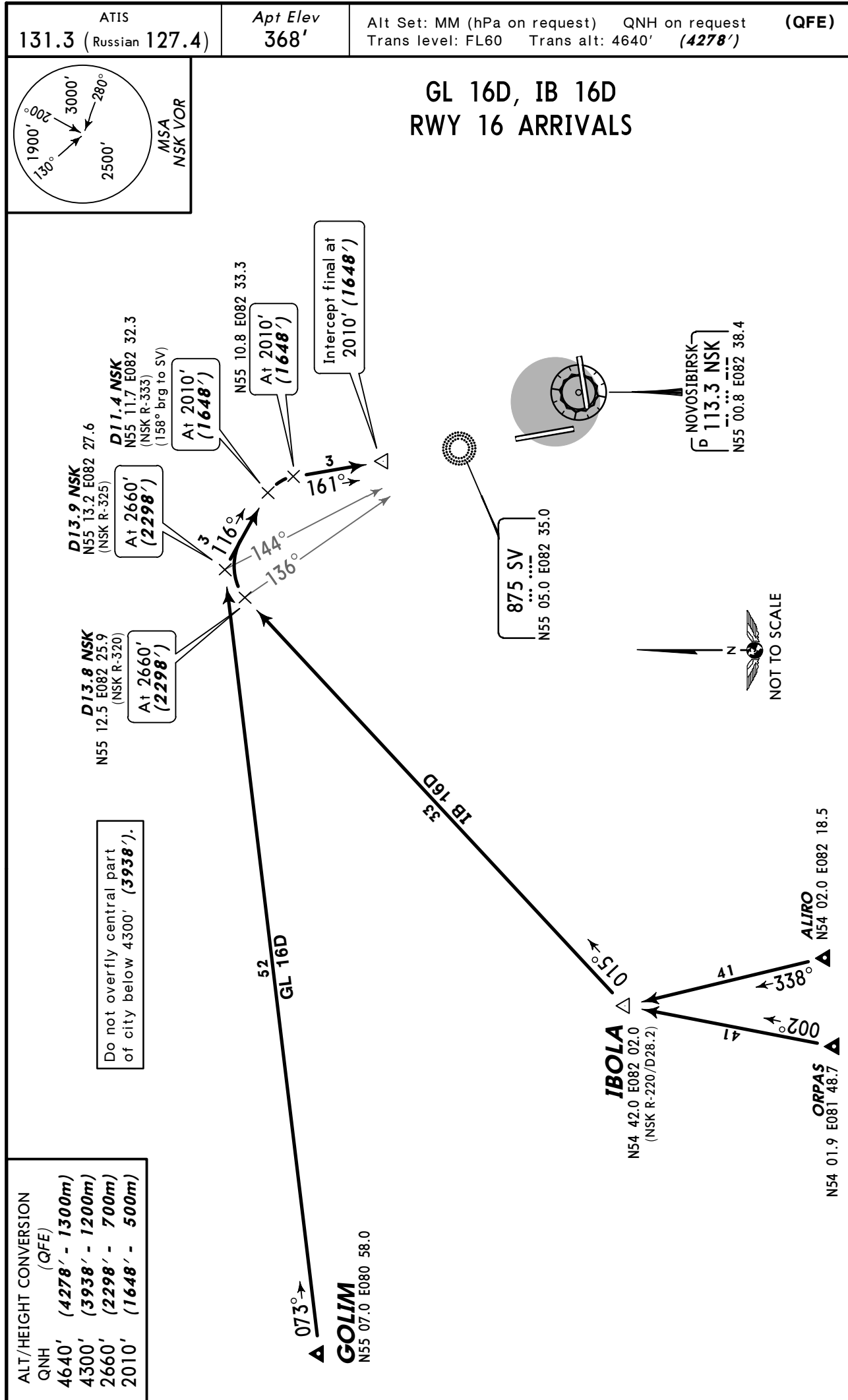
ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4640' (4278')

(QFE)

AL 16D, BO 16D, EB 16D, MN 16D
NR 16D, OP 16D, PL 16D
RWY 16 ARRIVALSMSA
NSK VOR

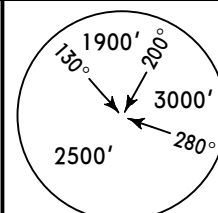
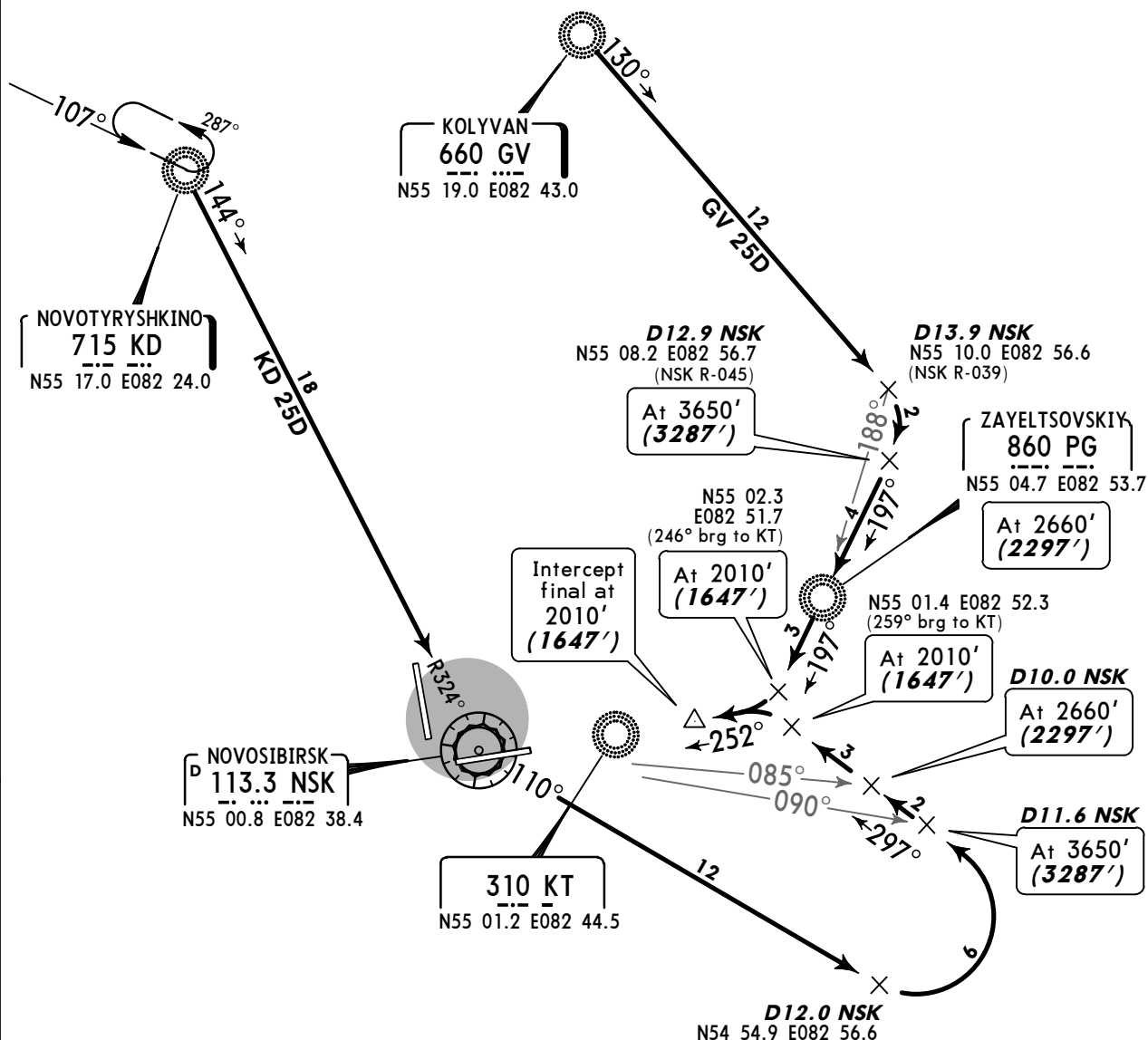
ALT/HEIGHT CONVERSION	
QNH	(QFE)
4640'	(4278' - 1300m)
4300'	(3938' - 1200m)
2660'	(2298' - 700m)
2010'	(1648' - 500m)





ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4640' (4277')

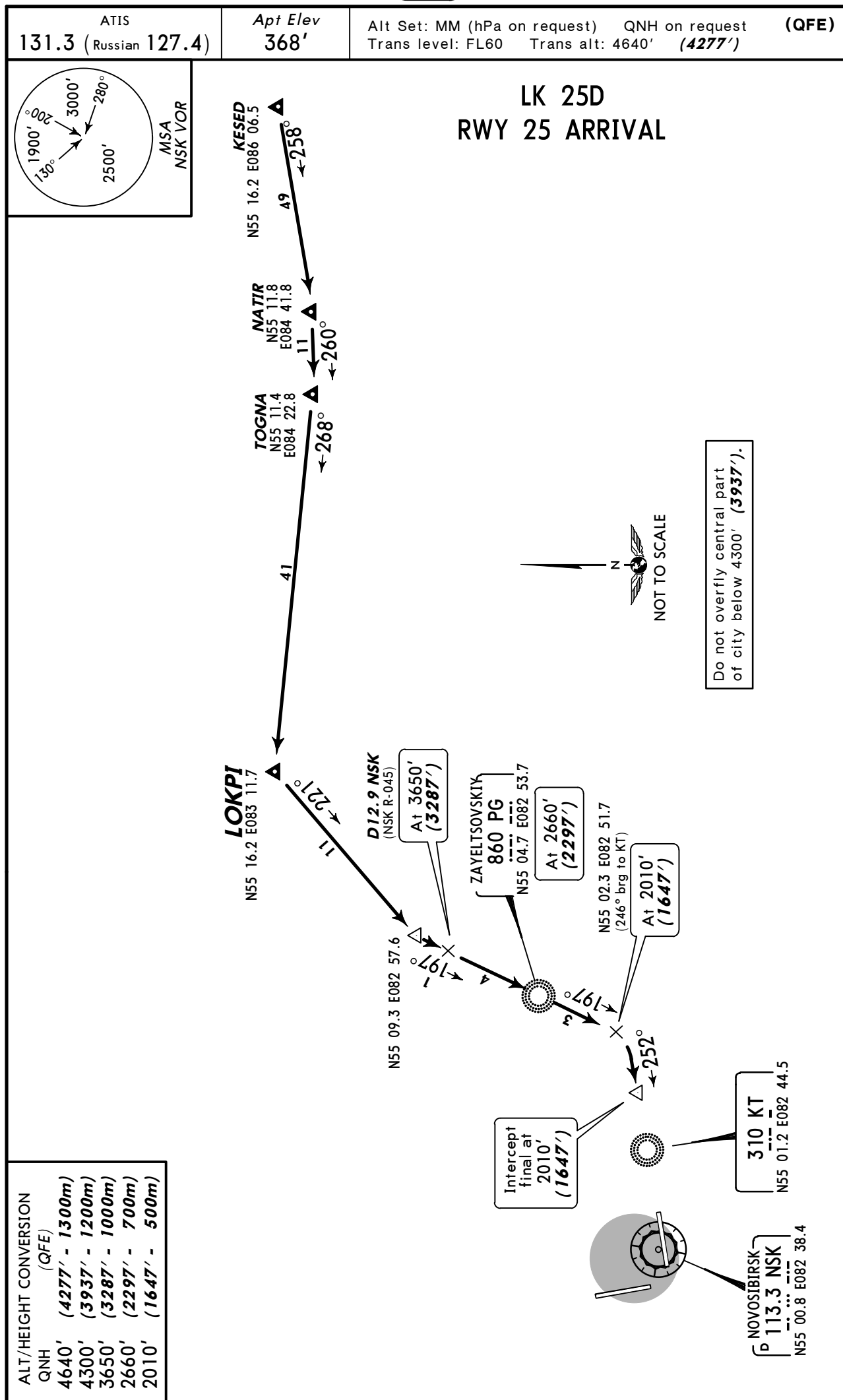
(QFE)

GV 25D, KD 25D
RWY 25 ARRIVALSMSA
NSK VORDo not overfly central part
of city below 4300' (3937').

ALT/HEIGHT CONVERSION

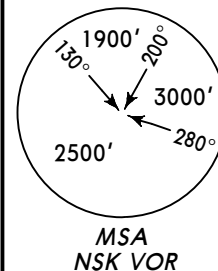
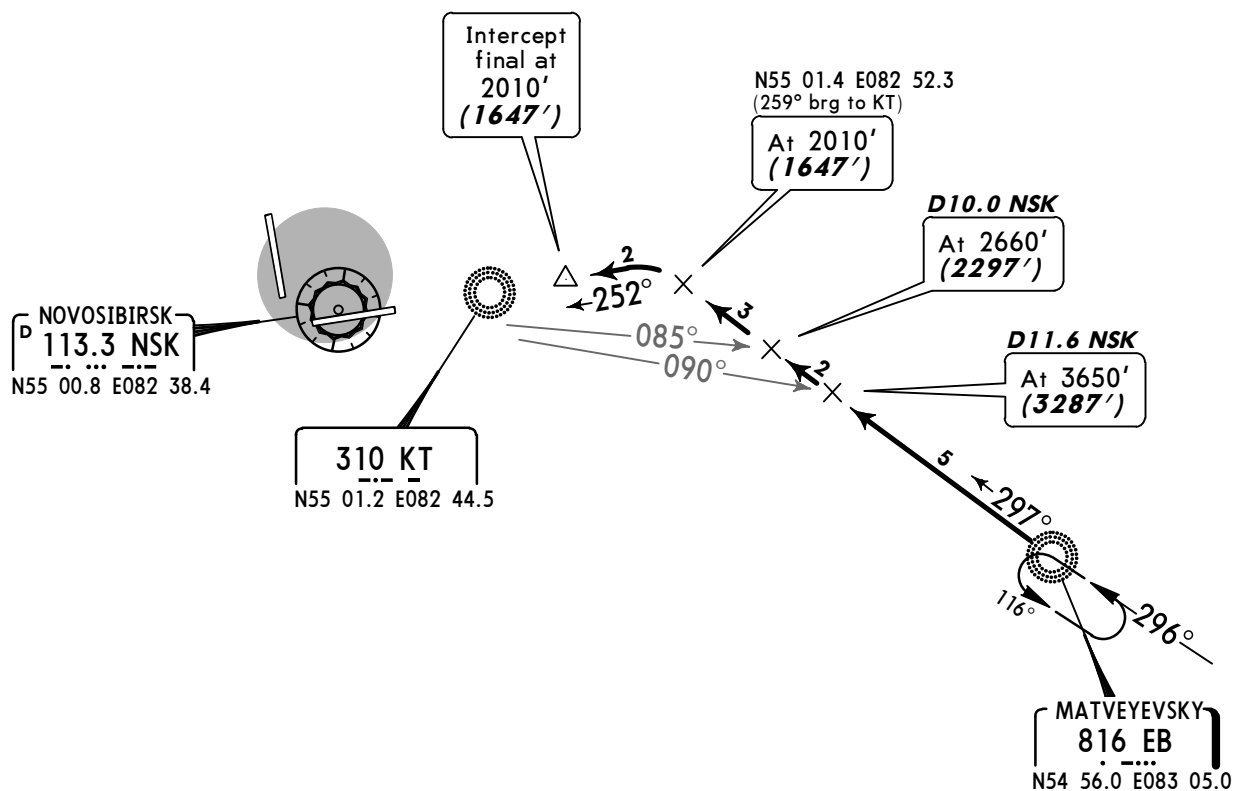
QNH (QFE)

4640'	(4277' - 1300m)
4300'	(3937' - 1200m)
3650'	(3287' - 1000m)
2660'	(2297' - 700m)
2010'	(1647' - 500m)



ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4640' (4277')

(QFE)

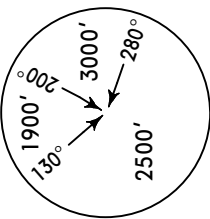
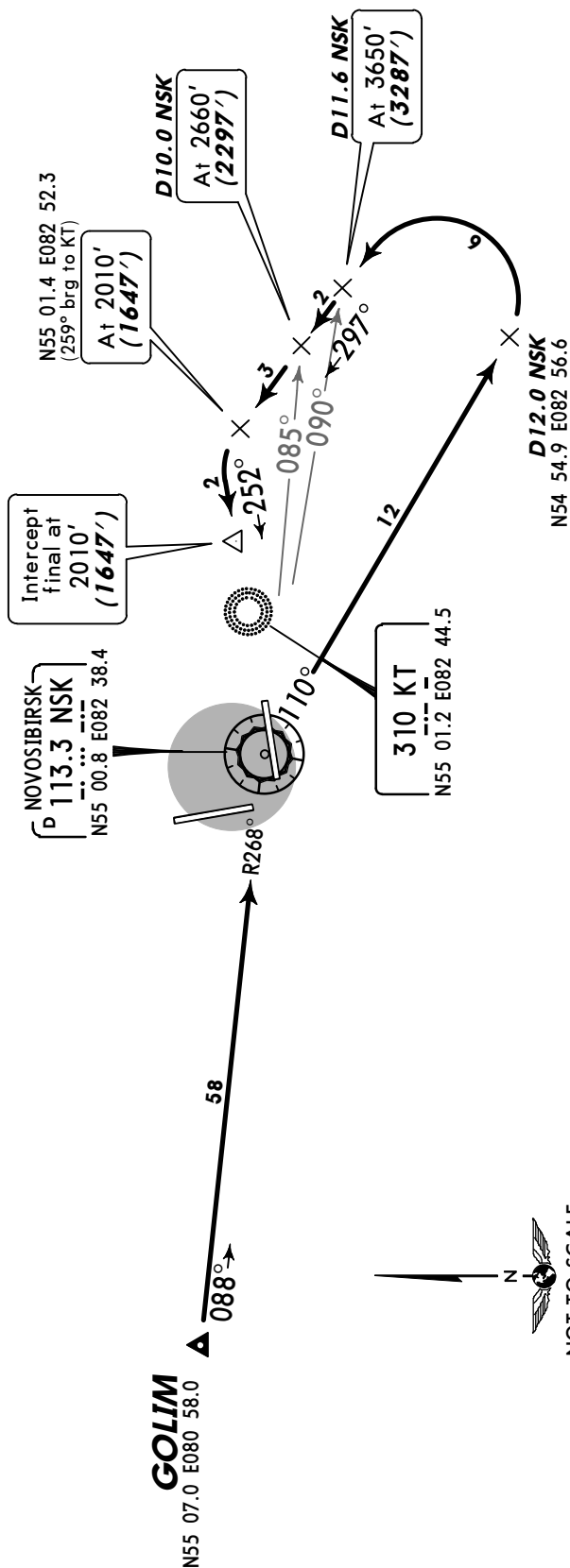
EB 25D
RWY 25 ARRIVALDo not overfly central part
of city below 4300' (3937').

ALT/HEIGHT CONVERSION	
QNH	(QFE)
4640'	(4277' - 1300m)
4300'	(3937' - 1200m)
3650'	(3287' - 1000m)
2660'	(2297' - 700m)
2010'	(1647' - 500m)



ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4640' (4277')

(QFE)

MSA
NSK VORGL 25D
RWY 25 ARRIVAL

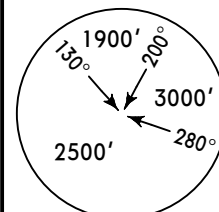
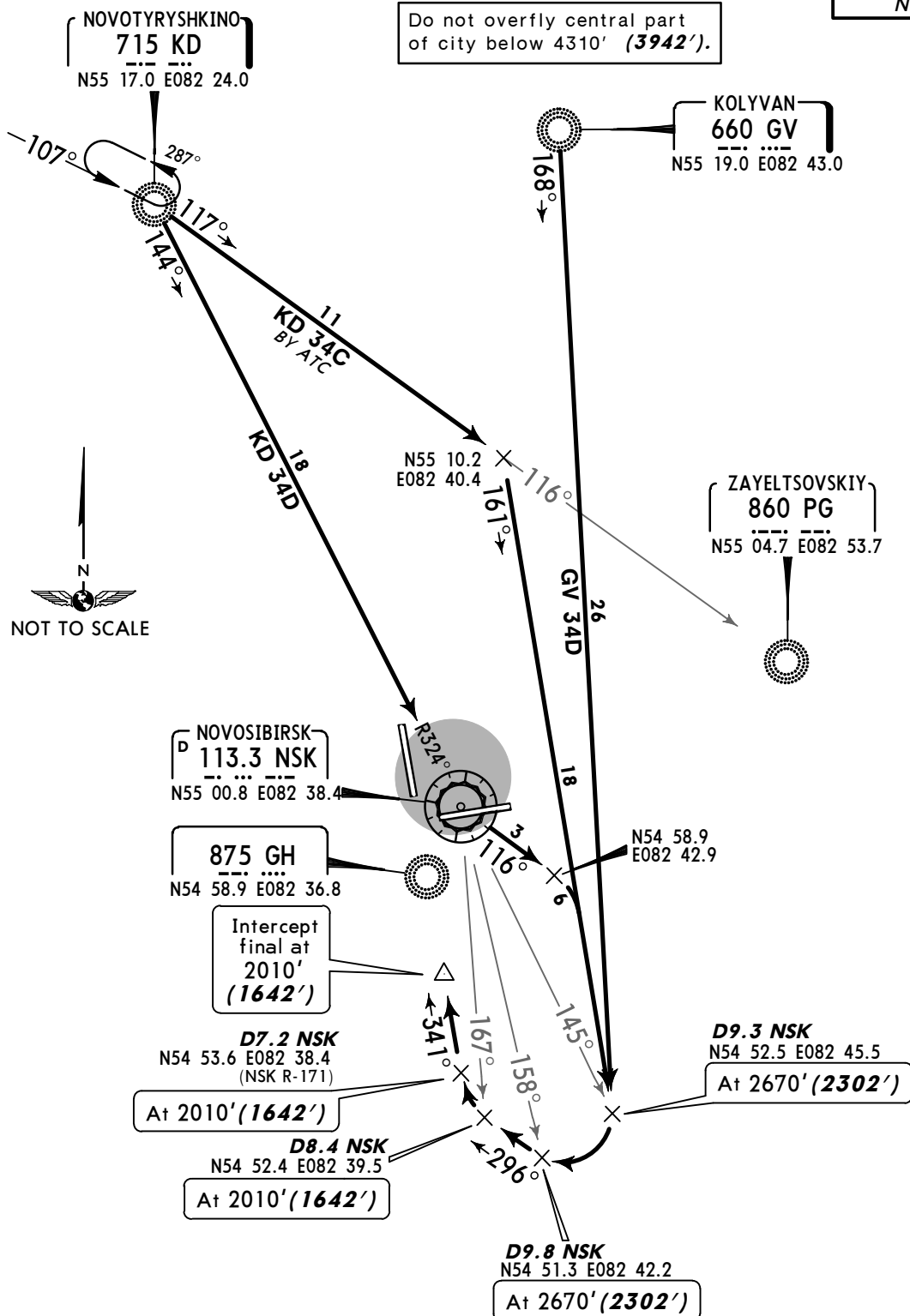
ALT/HEIGHT CONVERSION

QNH (QFE)

4640'	(4277' - 1300m)
4300'	(3937' - 1200m)
3650'	(3287' - 1000m)
2660'	(2297' - 700m)
2010'	(1647' - 500m)

ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4640' (4272')

(QFE)

GV 34D, KD 34C, KD 34D
RWY 34 ARRIVALSMSA
NSK VORDo not overfly central part
of city below 4310' (3942').

ALT/HEIGHT CONVERSION

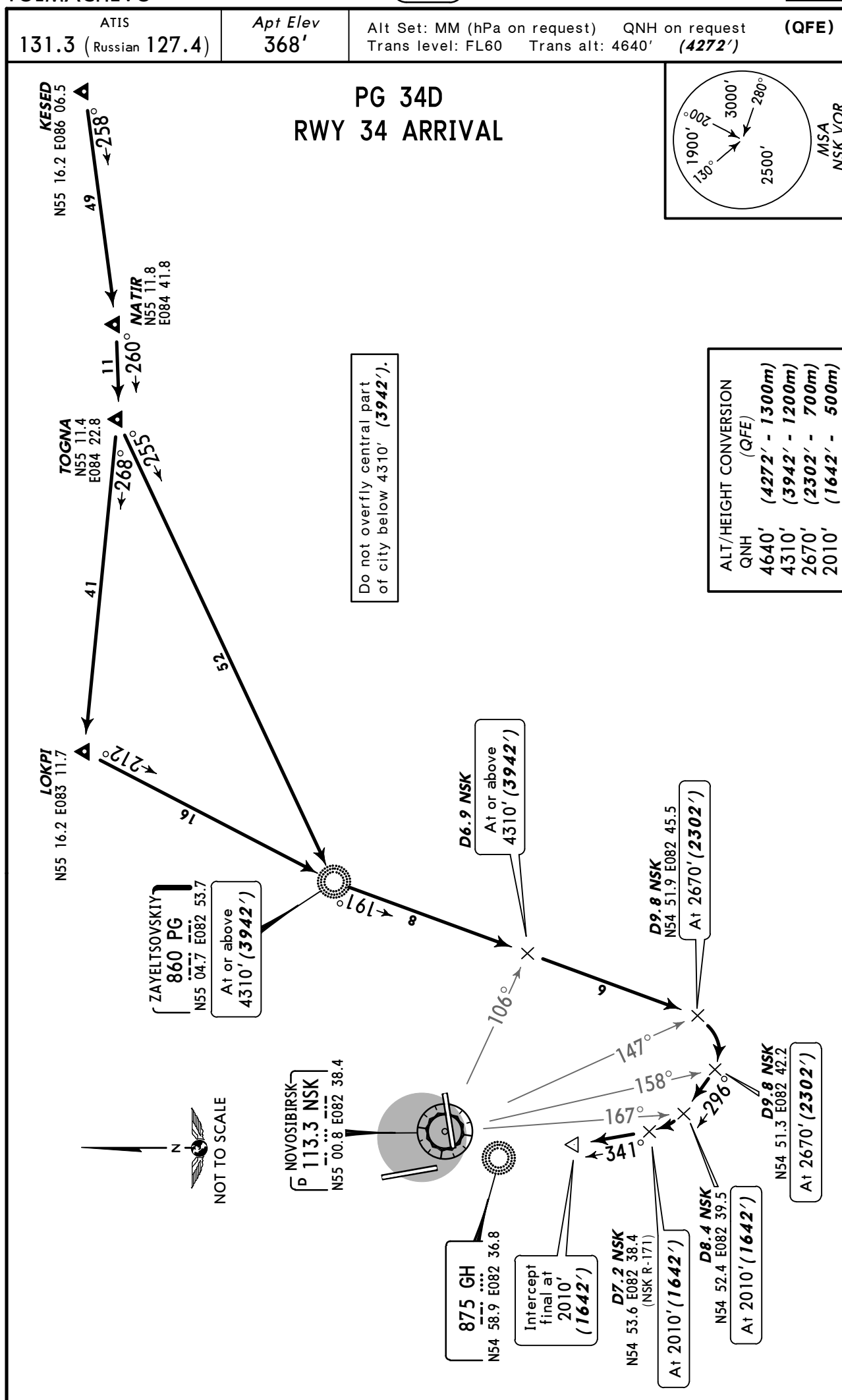
QNH (QFE)

4640' (4272' - 1300m)

4310' (3942' - 1200m)

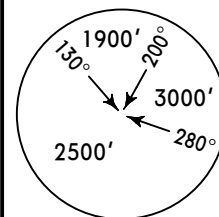
2670' (2302' - 700m)

2010' (1642' - 500m)

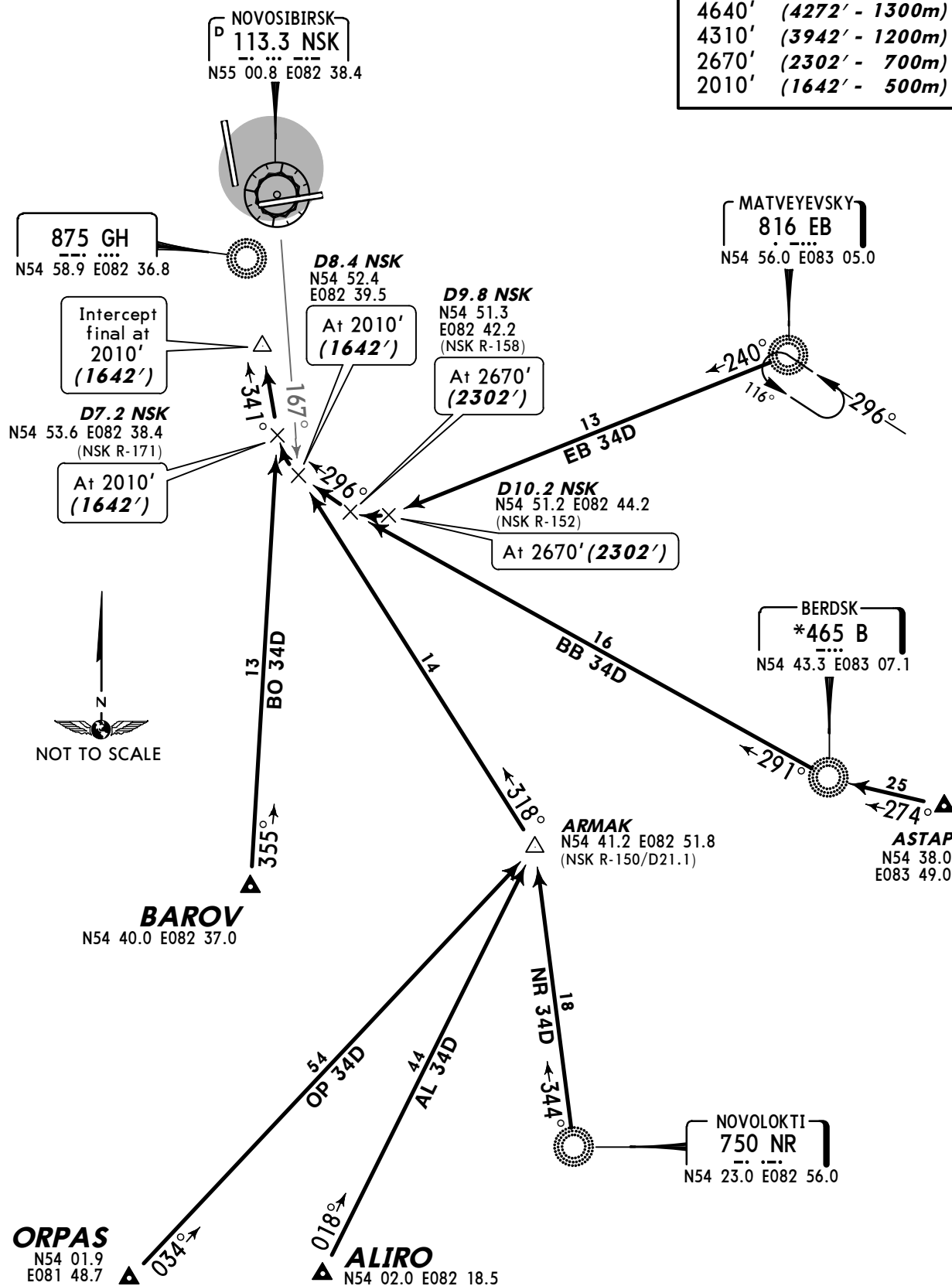


ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4640' (4272')

(QFE)

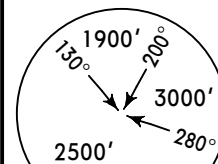
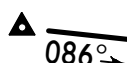
AL 34D, BB 34D, BO 34D, EB 34D, NR 34D, OP 34D
RWY 34 ARRIVALSMSA
NSK VORDo not overfly central part
of city below 4310' (3942').ALT/HEIGHT CONVERSION
QNH (QFE)

4640'	(4272' - 1300m)
4310'	(3942' - 1200m)
2670'	(2302' - 700m)
2010'	(1642' - 500m)



ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4640' (4272')

(QFE)

GL 34D
RWY 34 ARRIVALDo not overfly central part
of city below 4310' (3942').GOLIM
N55 07.0
E080 58.0

58

NOVOSIBIRSK
113.3 NSK
N55 00.8 E082 38.4

R266°

875 GH
N54 58.9 E082 36.8Intercept
final at
2010'
(1642')D7.2 NSK
N54 53.6 E082 38.4
(NSK R-171)

At 2010' (1642')

D8.4 NSK
N54 52.4 E082 39.5
At 2010' (1642')

N54 58.9 E082 42.9

D9.3 NSK
N54 52.5
E082 45.5
At 2670' (2302')D9.8 NSK
N54 51.3 E082 42.2
At 2670' (2302')

ALT/HEIGHT CONVERSION

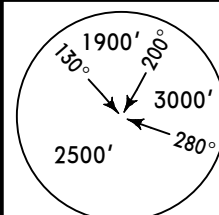
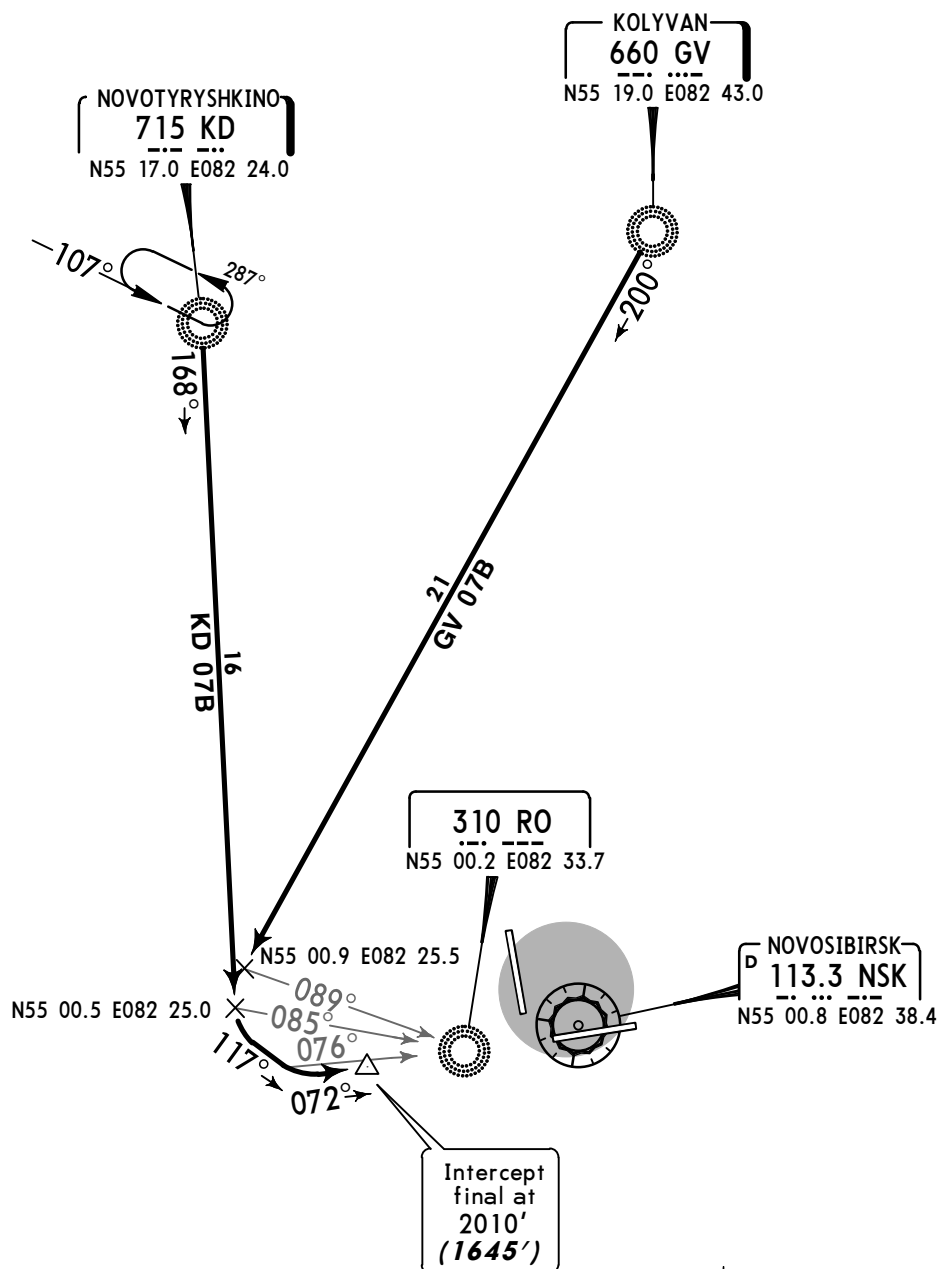
QNH	(QFE)
4640'	(4272' - 1300m)
4310'	(3942' - 1200m)
2670'	(2302' - 700m)
2010'	(1642' - 500m)

ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4640' (4275')

(QFE)

GV 07B, KD 07B
RWY 07 ARRIVALS

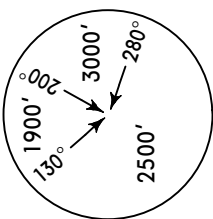
CAT B

MSA
NSK VOR

ALT/HEIGHT CONVERSION
QNH (QFE)
4640' (4275' - 1300m)
2010' (1645' - 500m)

ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4640' (4275')

(QFE)

MSA
NSK VORLK 07B, PG 07B
RWY 07 ARRIVALS

CAT B

LOKPI
N55 16.2 E083 11.7

TOGNA
N55 11.4
E084 22.8

KESED
N55 16.2 E086 06.5

NATIR
N55 11.8
E084 41.8

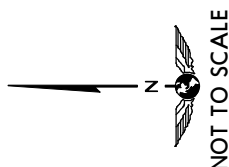
ZAYELTSOVSKIY
860 PG
N55 04.7 E082 53.7

NOVOSIBIRSK
113.3 NSK
N55 00.8 E082 38.4

ALT/HEIGHT CONVERSION
QNH (QFE)
4640' (4275' - 1300m)
2010' (1645' - 500m)

310 RO
N55 00.2 E082 33.7

Intercept
final at
2010'
(1645')



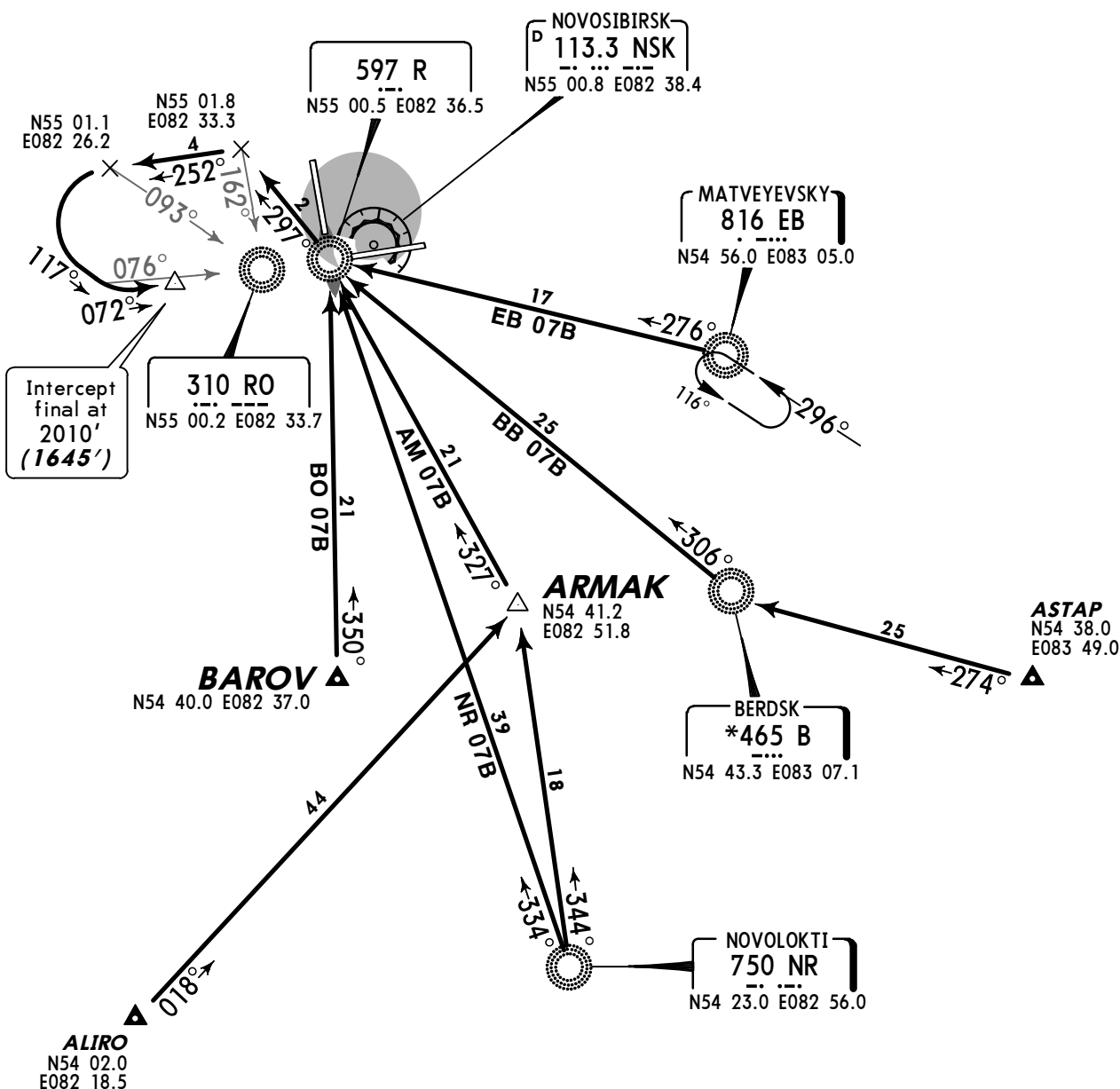
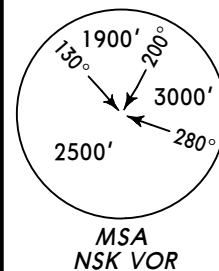
NOT TO SCALE

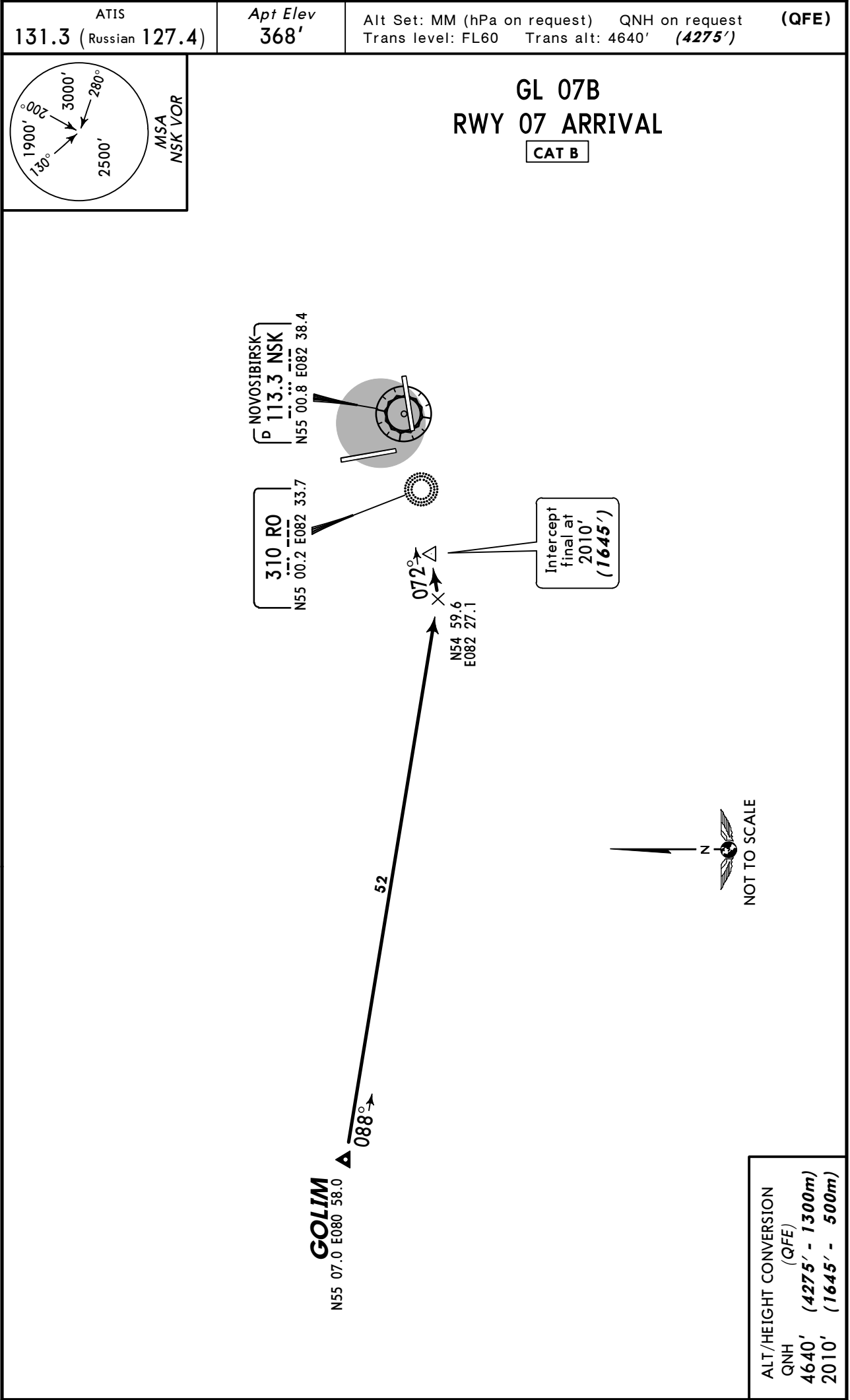
ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4640' (4275')

(QFE)

AM 07B, BB 07B, BO 07B, EB 07B, NR 07B
RWY 07 ARRIVALS

CAT B

ALT/HEIGHT CONVERSION
QNH (QFE)
4640' (4275' - 1300m)
2010' (1645' - 500m)

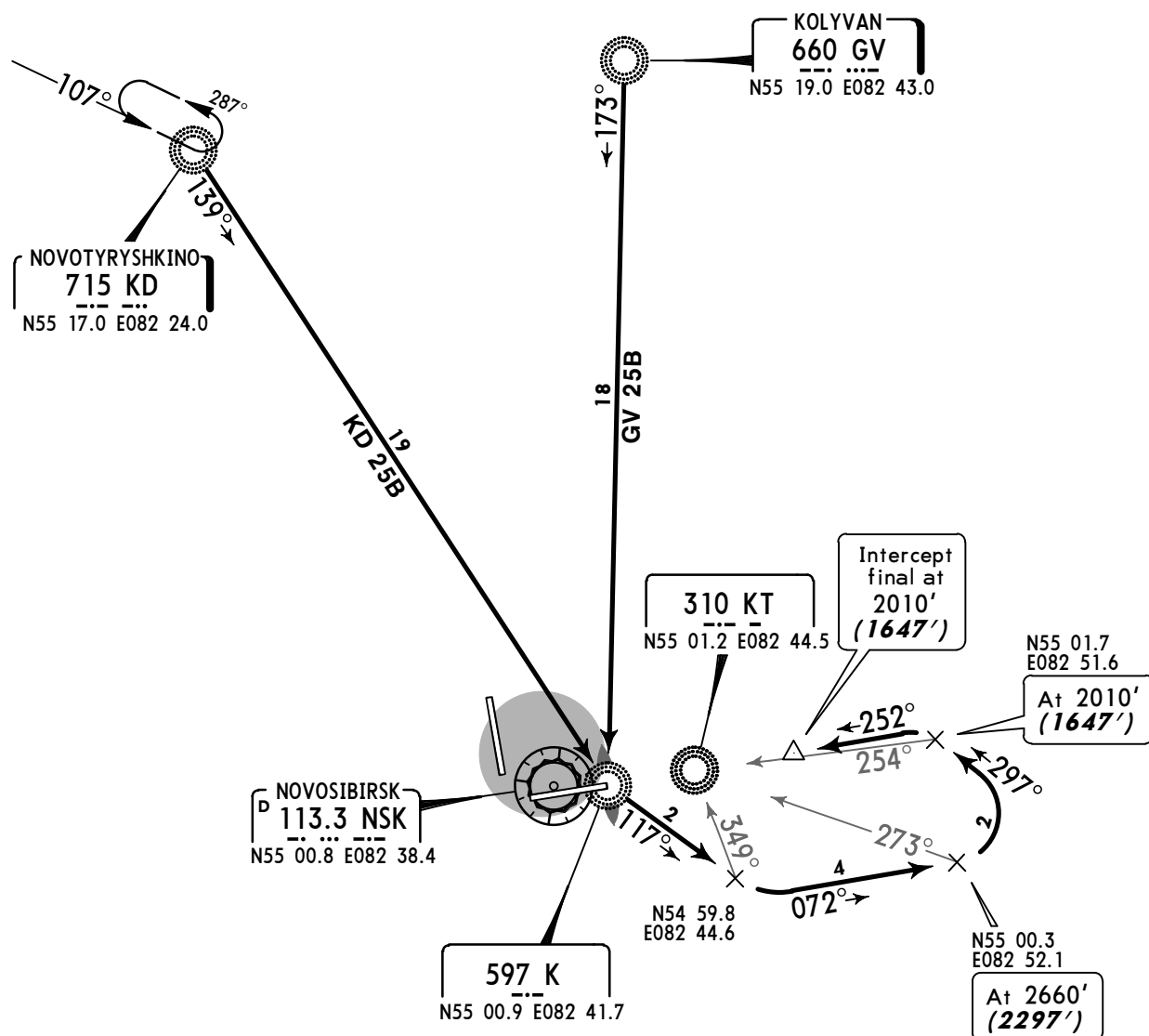
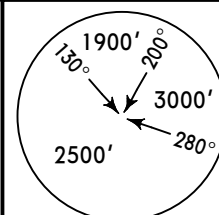


ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4640' (4277')

(QFE)

GV 25B, KD 25B
RWY 25 ARRIVALS

CAT B

Do not overfly central part
of city below 4300' (3937').

ALT/HEIGHT CONVERSION

QNH (QFE)

4640' (4277' - 1300m)

4300' (3937' - 1200m)

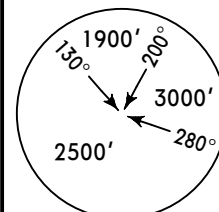
2660' (2297' - 700m)

2010' (1647' - 500m)



(QFE)

CAT B



MSA
NSK VOR

Do not overfly central part
of city below 4310' (**3942'**).

NOVOTYRYSHKINO
715 KD
N55 17.0 E082 24.0

KOLYVAN
660 GV
N55 19.0 E082 43.0

ZAYELTSOVSKIY
860 PG
N55 04.7 E082 53.7

722 G
N55 00.6 E082 36.3

875 GH
N54 58.9 E082 36.8

Intercept
final at
2010'
(1642')

N54 55.0
E082 38.0
At 2010'
(1642')

$$\begin{array}{r} \text{N54 } 54.5 \\ \text{E082 } 38.5 \\ \hline \text{At } 2010' \\ (1642') \end{array}$$

NOVOSIBIRSK
113.3 NSK
N55 00.8 E082 38.4

N54 59.0 E082 40.2
(259° brg to GH)

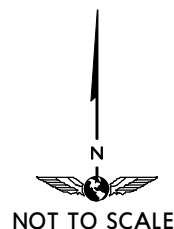
N54 54.2
E082 42.0

At 2670'
(2302')

N54 53.6
E082 41.2
At 2670'
(2302')

ALT/HEIGHT CONVERSION
QNH (QFE)

4640'	(4272' - 1300m)
4310'	(3942' - 1200m)
2670'	(2302' - 700m)
2010'	(1642' - 500m)



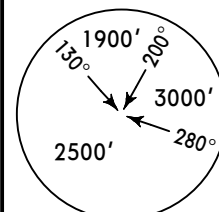
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ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4640' (4272')

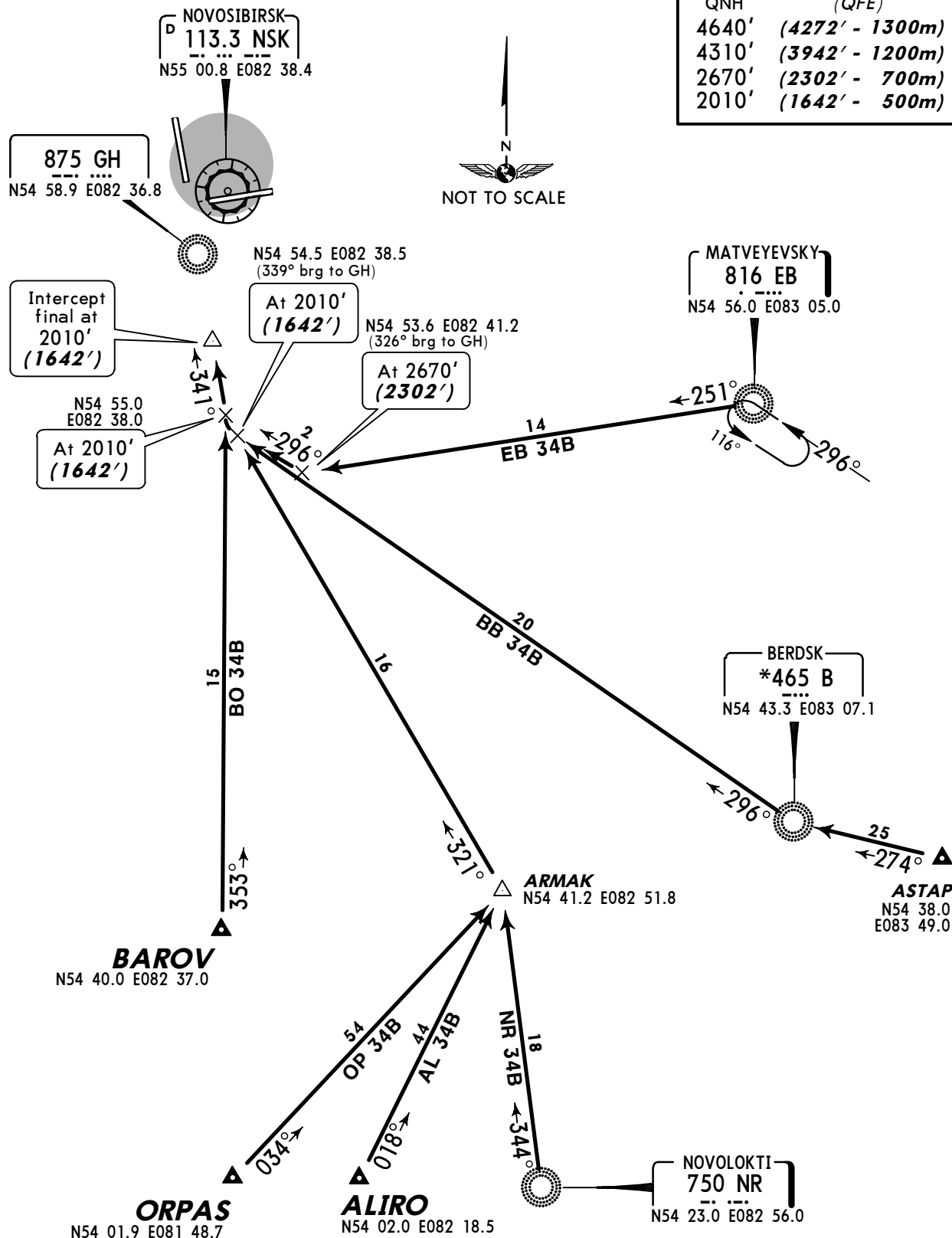
(QFE)

AL 34B, BB 34B, BO 34B, EB 34B, NR 34B, OP 34B
RWY 34 ARRIVALS

CAT B

Do not overfly central part
of city below 4310' (3942').MSA
NSK VOR

ALT/HEIGHT CONVERSION	
QNH	(QFE)
4640'	(4272' - 1300m)
4310'	(3942' - 1200m)
2670'	(2302' - 700m)
2010'	(1642' - 500m)

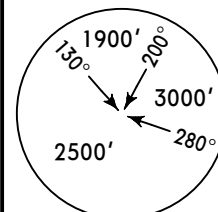
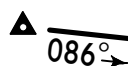


ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4640' (4272')

(QFE)

GL 34B
RWY 34 ARRIVAL

CAT B

Do not overfly central part
of city below 4310' (3942').MSA
NSK VOR**GOLIM**N55 07.0
E080 58.0

57

722 G

N55 00.6 E082 36.3

NOVOSIBIRSK

113.3 NSK

N55 00.8 E082 38.4

875 GH

N54 58.9 E082 36.8

Intercept
final at
2010'
(1642')N54 59.0 E082 40.2
(259° brg to GH)N54 54.2
E082 42.0At 2670'
(2302')N54 55.0
E082 38.0
At 2010'
(1642')N54 54.5
E082 38.5
At 2010'
(1642')N54 53.6
E082 41.2
At 2670'
(2302')

ALT/HEIGHT CONVERSION

QNH (QFE)

4640' (4272' - 1300m)

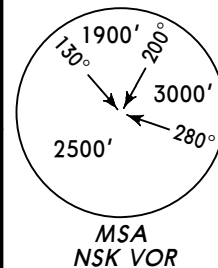
4310' (3942' - 1200m)

2670' (2302' - 700m)

2010' (1642' - 500m)

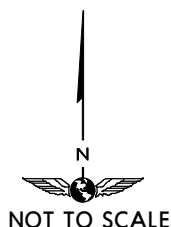
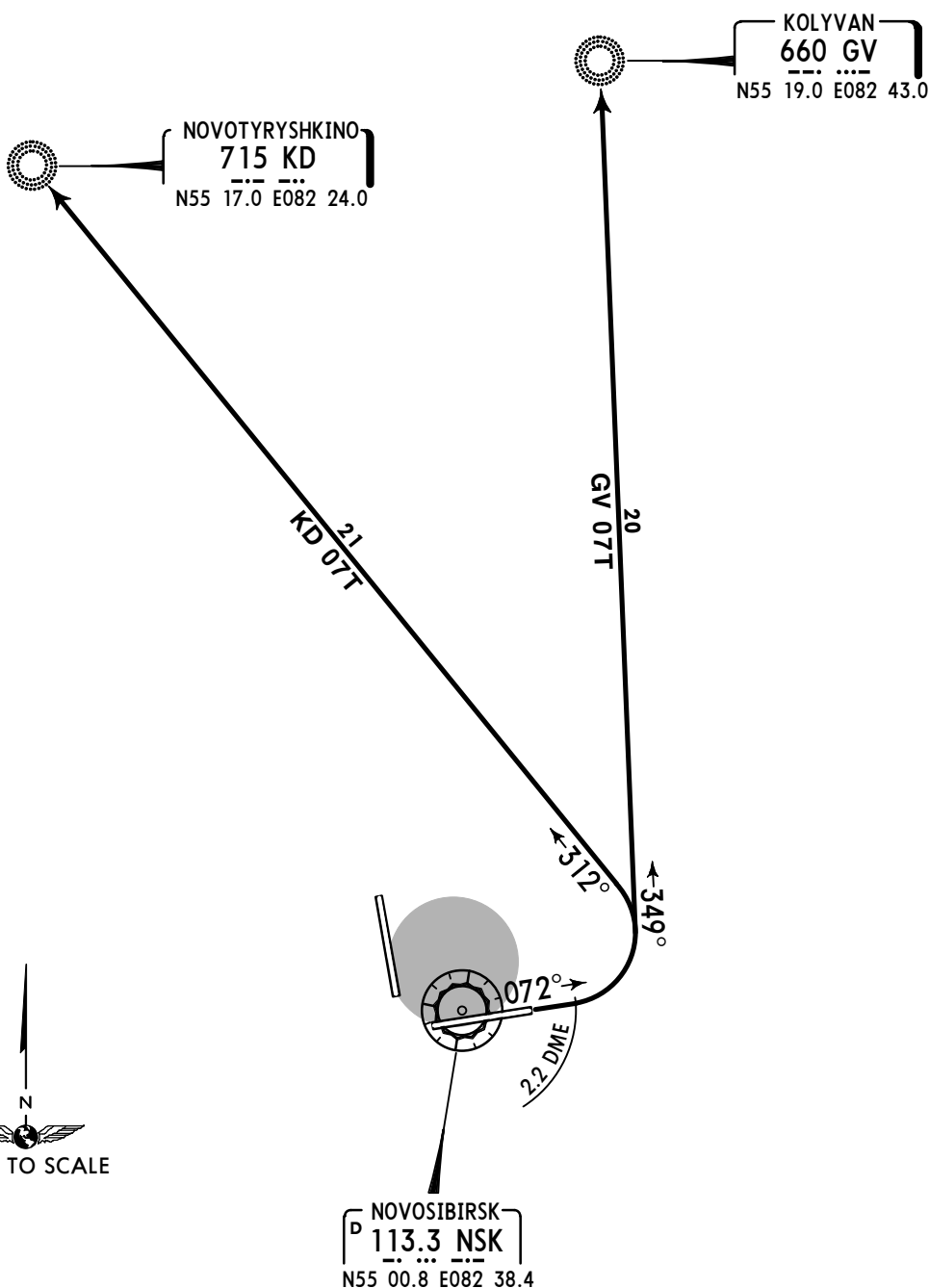
Apt Elev
368'

QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4275')
Take-off shall be carried out with noise abatement
procedures according to Flight Operation Manual.



GV 07T, KD 07T RWY 07 DEPARTURES

Do not overfly central part
of city below 4310' (3945').



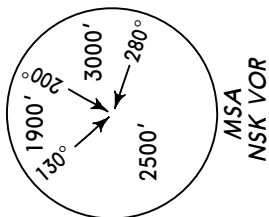
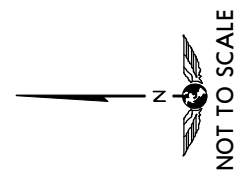
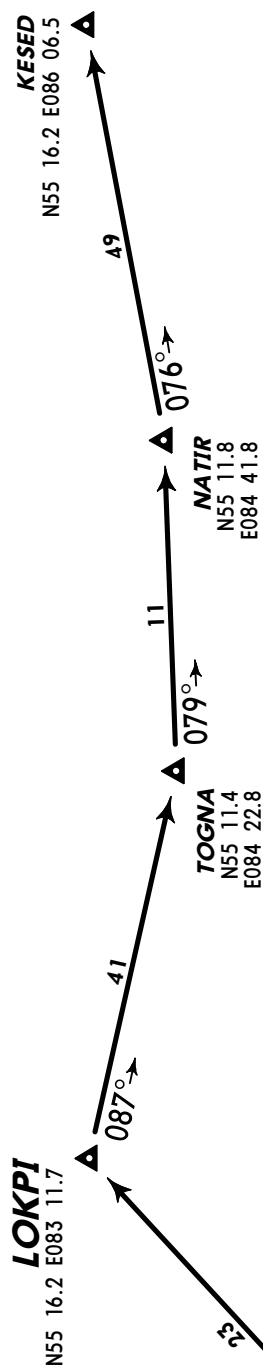
ALT/HEIGHT CONVERSION
QNH (QFE)
4310' (3945' - 1200m)
4640' (4275' - 1300m)

Apt Elev
368'

QNH on request (QFE)

Trans level: FL60 Trans alt: 4640' (4275')

Take-off shall be carried out with noise abatement procedures according to Flight Operation Manual.

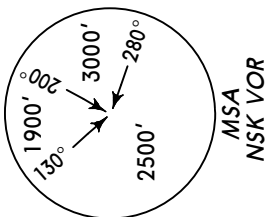
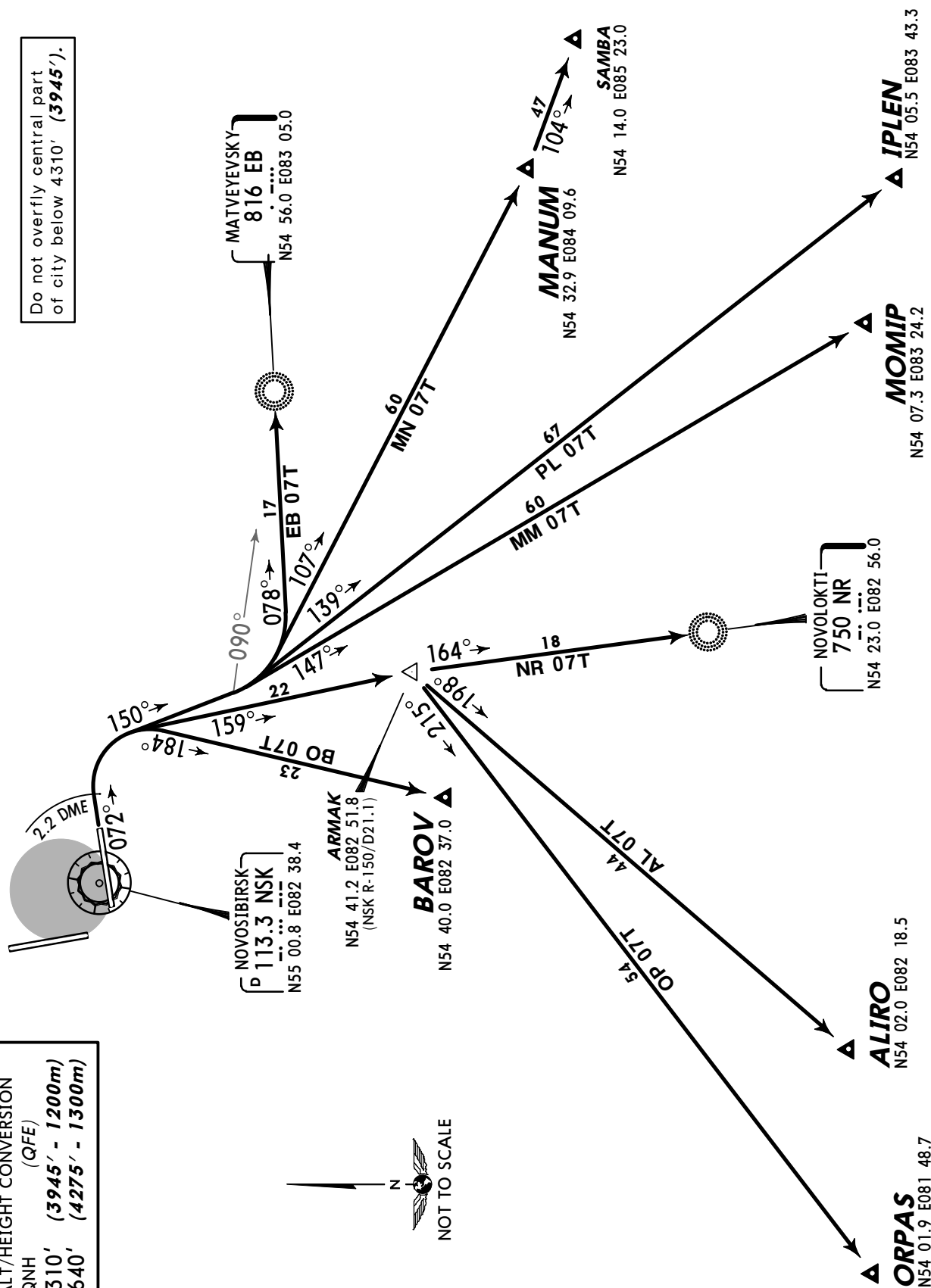
Do not overfly central part
of city below 4310' (3945').LK 07T
RWY 07 DEPARTUREALT/HEIGHT CONVERSION
(QFE)
QNH
4310' (3945' - 1200m)
4640' (4275' - 1300m)NOVOSIBIRSK
D 113.3 NSK
N55 00.8 E082 38.4

Apt Elev
368'

QNH on request (QFE)

Trans level: FL60 Trans alt: 4640' (4275')

Take-off shall be carried out with noise abatement procedures according to Flight Operation Manual.

AL 07T, BO 07T, EB 07T, MM 07T, MN 07T
NR 07T, OP 07T, PL 07T
RWY 07 DEPARTURESDo not overfly central part
of city below 4310' (3945').

ALT/HEIGHT CONVERSION

(QFE)

4310' (3945' - 1200m)

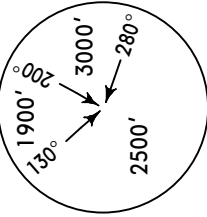
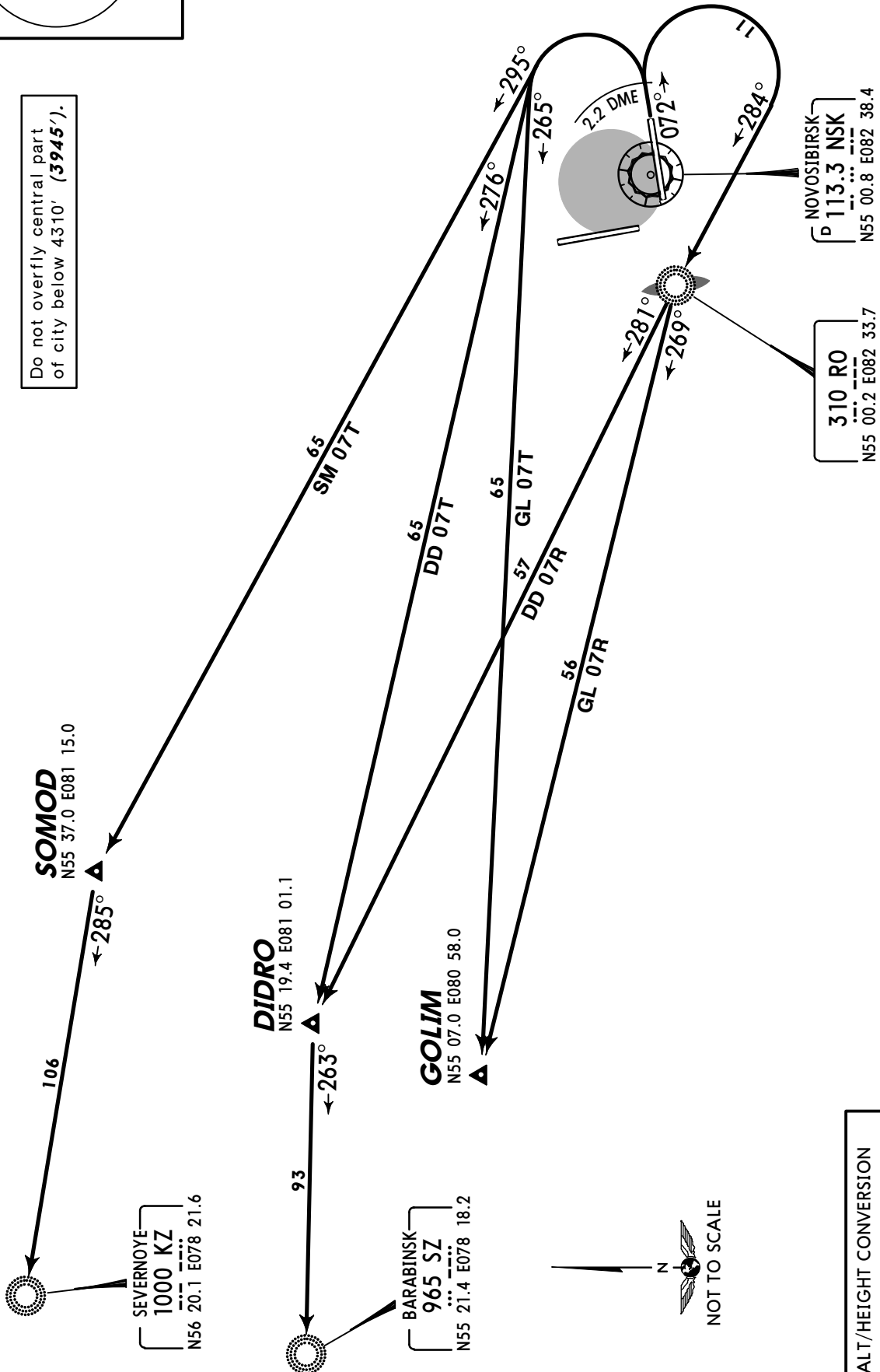
4640' (4275' - 1300m)

Apt Elev
368'

QNH on request (QFE)

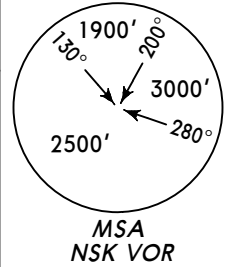
Trans level: FL60 Trans alt: 4640' (4275')

Take-off shall be carried out with noise abatement procedures according to Flight Operation Manual.

MSA
NSK VORDD 07R, DD 07T, GL 07R, GL 07T, SM 07T
RWY 07 DEPARTURESDo not overfly central part
of city below 4310' (3945').ALT/HEIGHT CONVERSION
QNH (QFE)
4310' (3945' - 1200m)
4640' (4275' - 1300m)

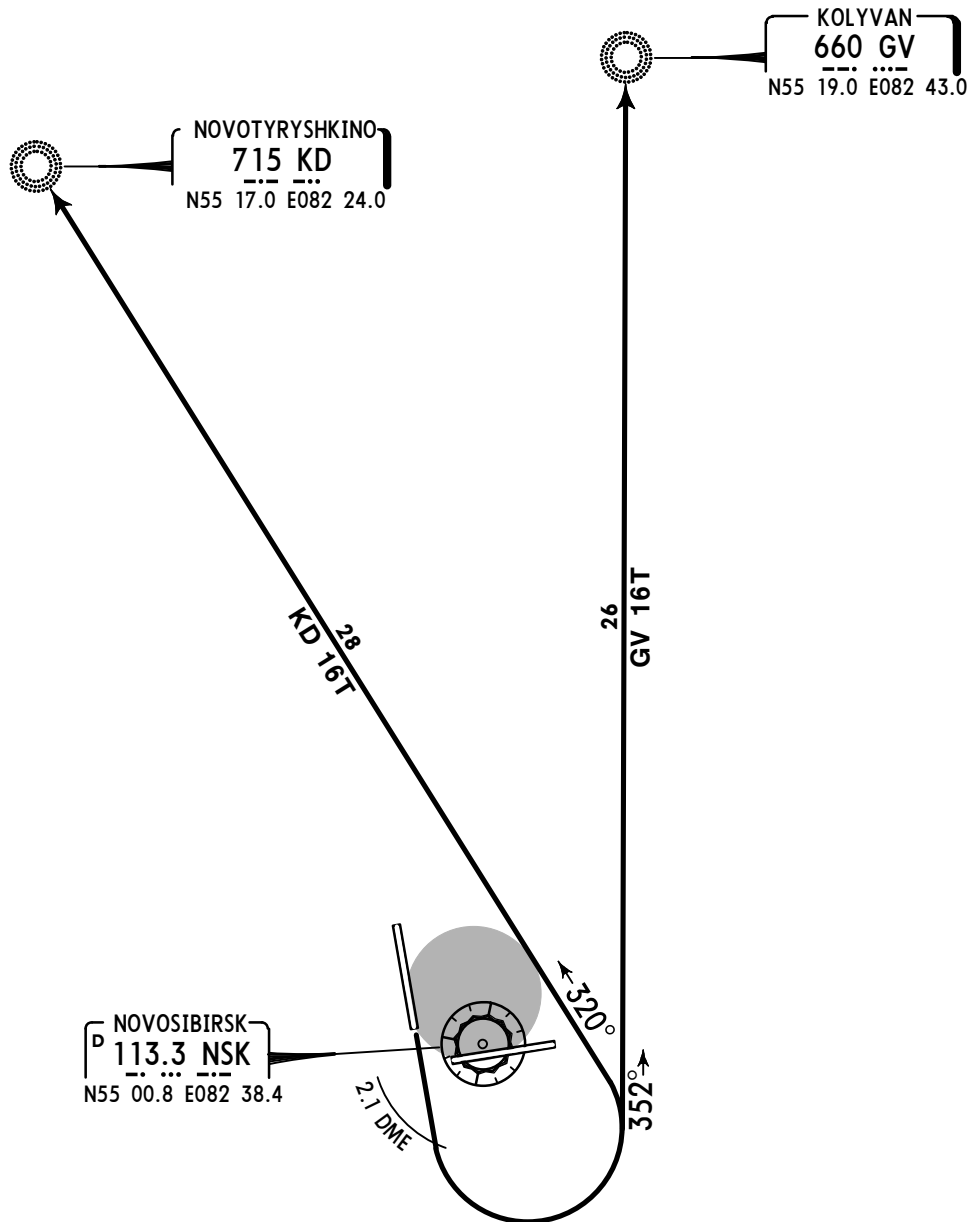
Apt Elev
368'

QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4278')



GV 16T, KD 16T
RWY 16 DEPARTURES

Do not overfly central part
of city below 4300' (3938').



ALT/HEIGHT CONVERSION	
QNH	(QFE)
4300'	(3938' - 1200m)
4640'	(4278' - 1300m)

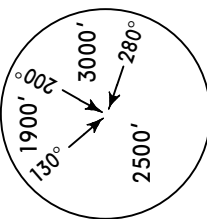
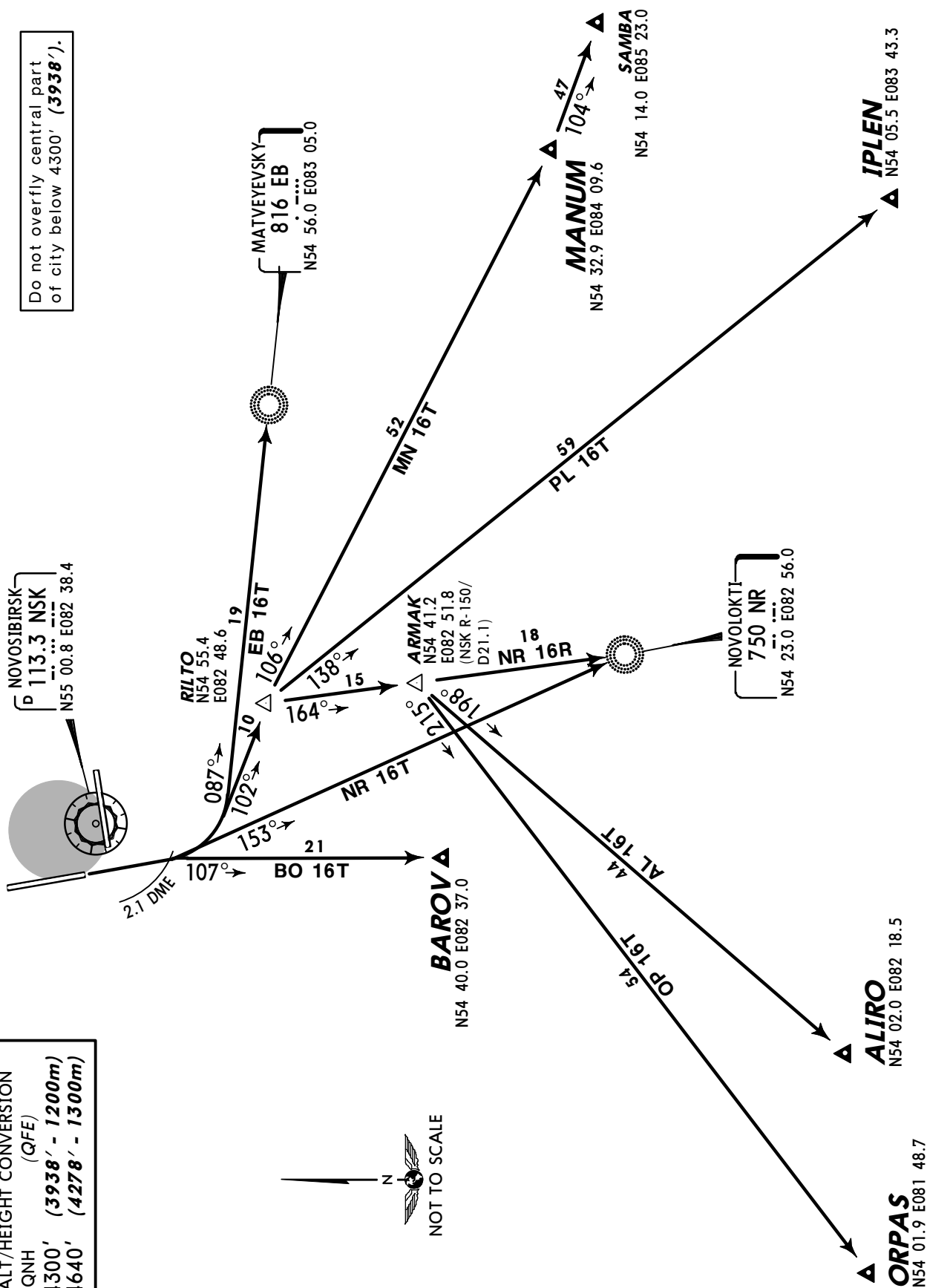
ALT/HEIGHT CONVERSION

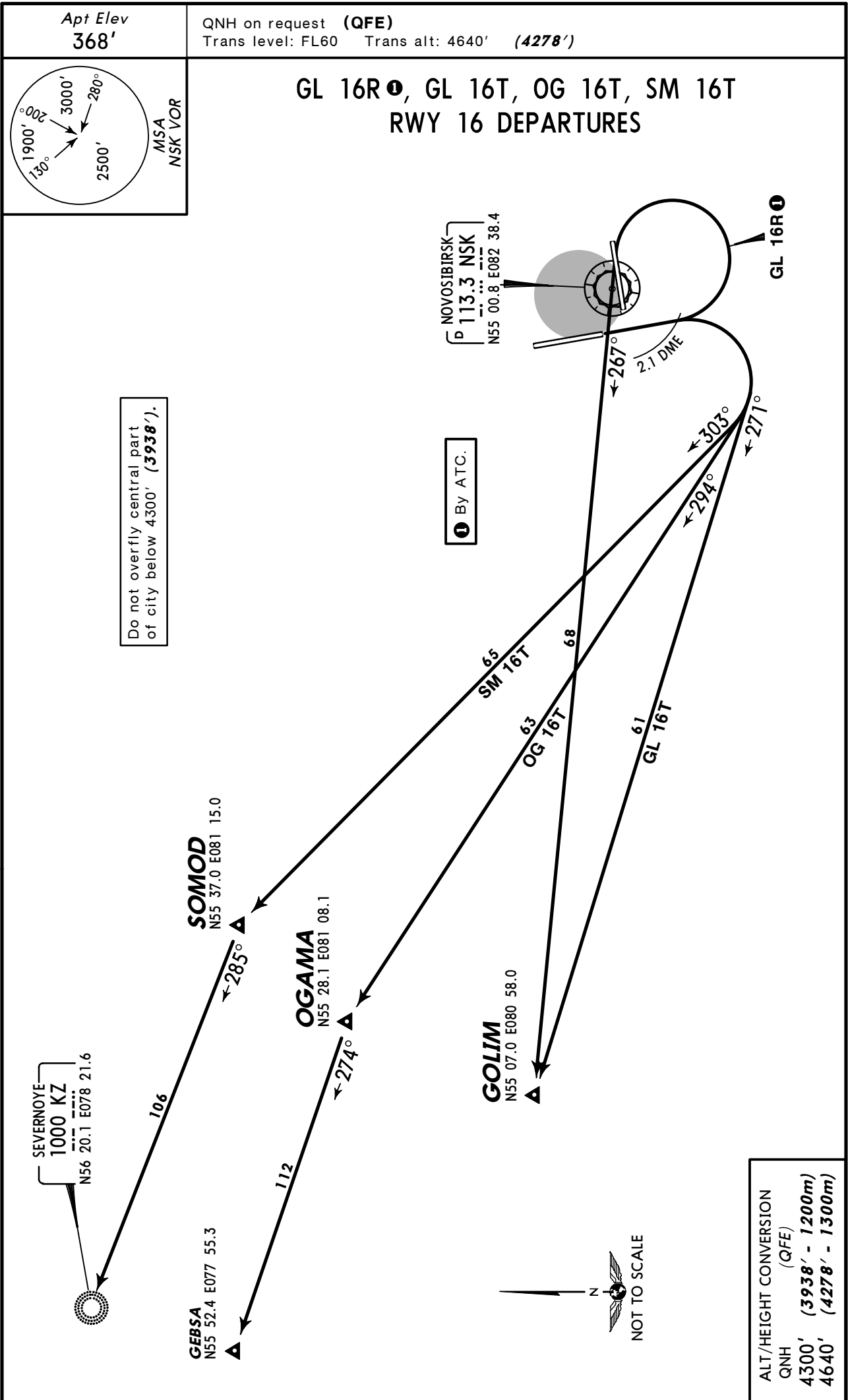
QNH	(QFE)
4300'	(3938' - 1200m)
4640'	(4278' - 1300m)

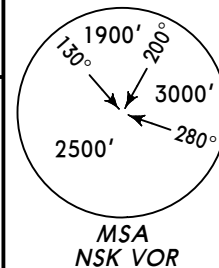
Apt Elev
368'

QNH on request (QFE)

Trans level: FL60 Trans alt: 4640' (4278')

MSA
NSK VORAL 16T, BO 16T, EB 16T, MN 16T
NR 16R, NR 16T, OP 16T, PL 16T
RWY 16 DEPARTURESDo not overfly central part
of city below 4300' (3938').ALT/HEIGHT CONVERSION
(QFE)
4300' (3938' - 1200m)
4640' (4278' - 1300m)



Apt Elev
368'QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4277')GV 25T, KD 25T, KG 25T
RWY 25 DEPARTURESDo not overfly central part
of city below 4300' (3937').KENG
N56 19.2 E080 42.1

43

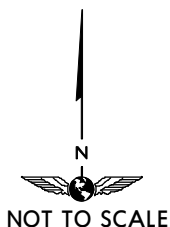
← 307°

KEGAV

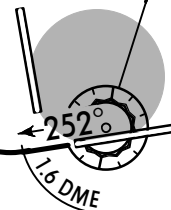
N55 47.6 E081 35.1

NOVOTYRSHKINO
715 KD

N55 17.0 E082 24.0

KG 25T
60KD 25T
19KOLYVAN
660 GV
N55 19.0 E082 43.0GV 25T
22

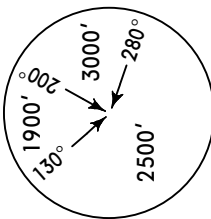
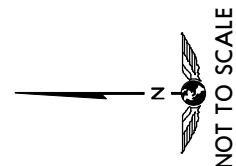
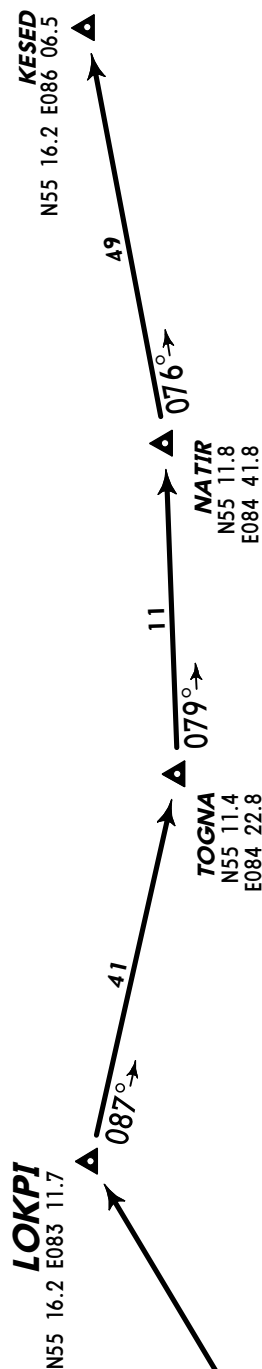
NOT TO SCALE

NOVOSIBIRSK
113.3 NSK
N55 00.8 E082 38.4← 333°
← 316°
010°ALT/HEIGHT CONVERSION
QNH (QFE)
4300' (3937' - 1200m)
4640' (4277' - 1300m)

Apt Elev
368'

QNH on request (QFE)

Trans level: FL60 Trans alt: 4640' (4277')

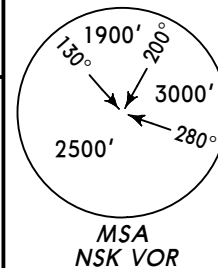
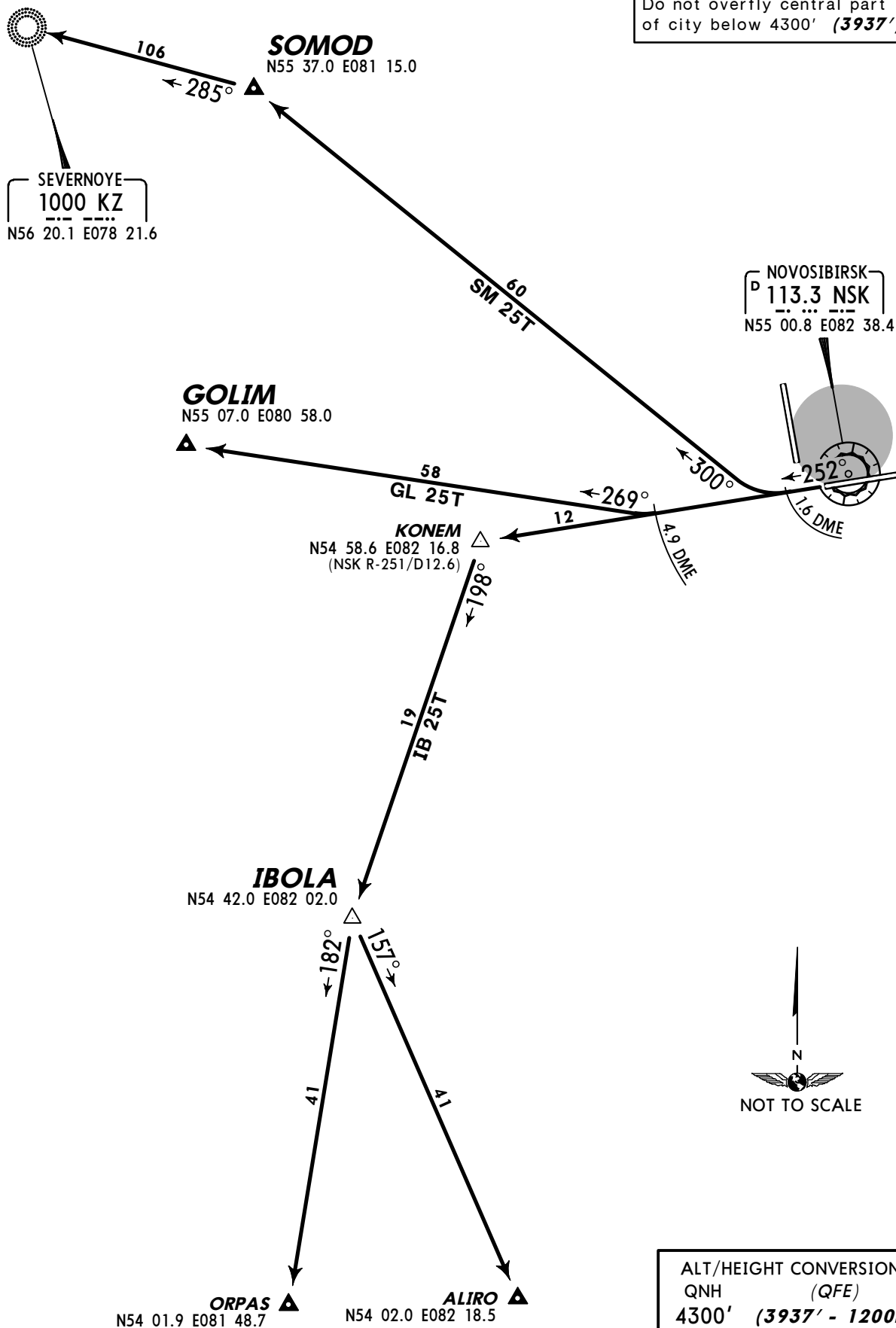
MSA
NSK VORDo not overfly central part
of city below 4300' (3937').LK 25T, PG 25T
RWY 25 DEPARTURESALT/HEIGHT CONVERSION
QNH
4300' (3937' - 1200m)
4640' (4277' - 1300m)(QFE)
4300' (3937' - 1200m)
4640' (4277' - 1300m)ZAYELTSOVSKIY
860 PG
N55 04.7 E082 53.7At or above
4300' (3937')NOVOSIBIRSK
113.3 NSK
N55 00.8 E082 38.4

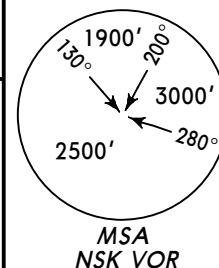
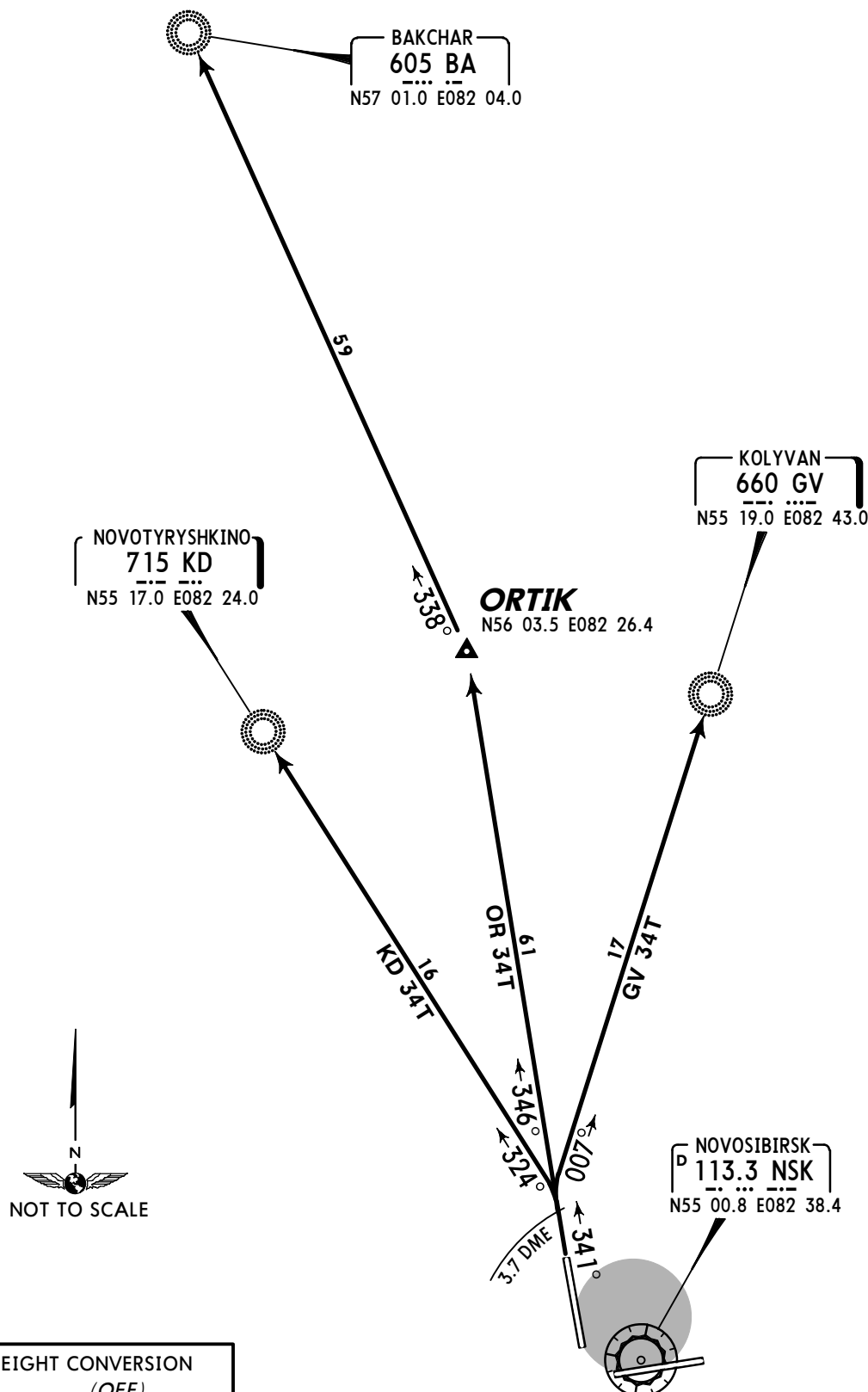
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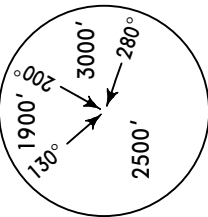
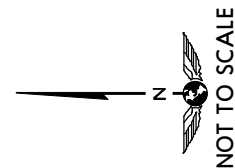
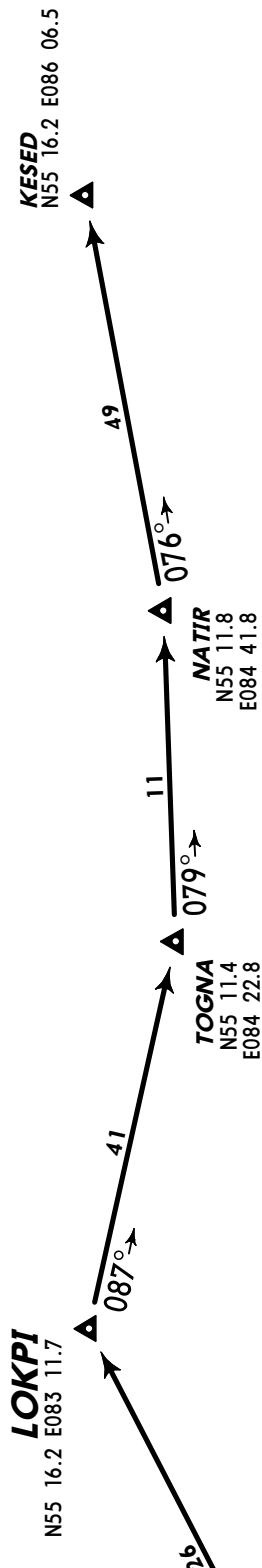
ORPAS
N54 01.9 E081 48.7

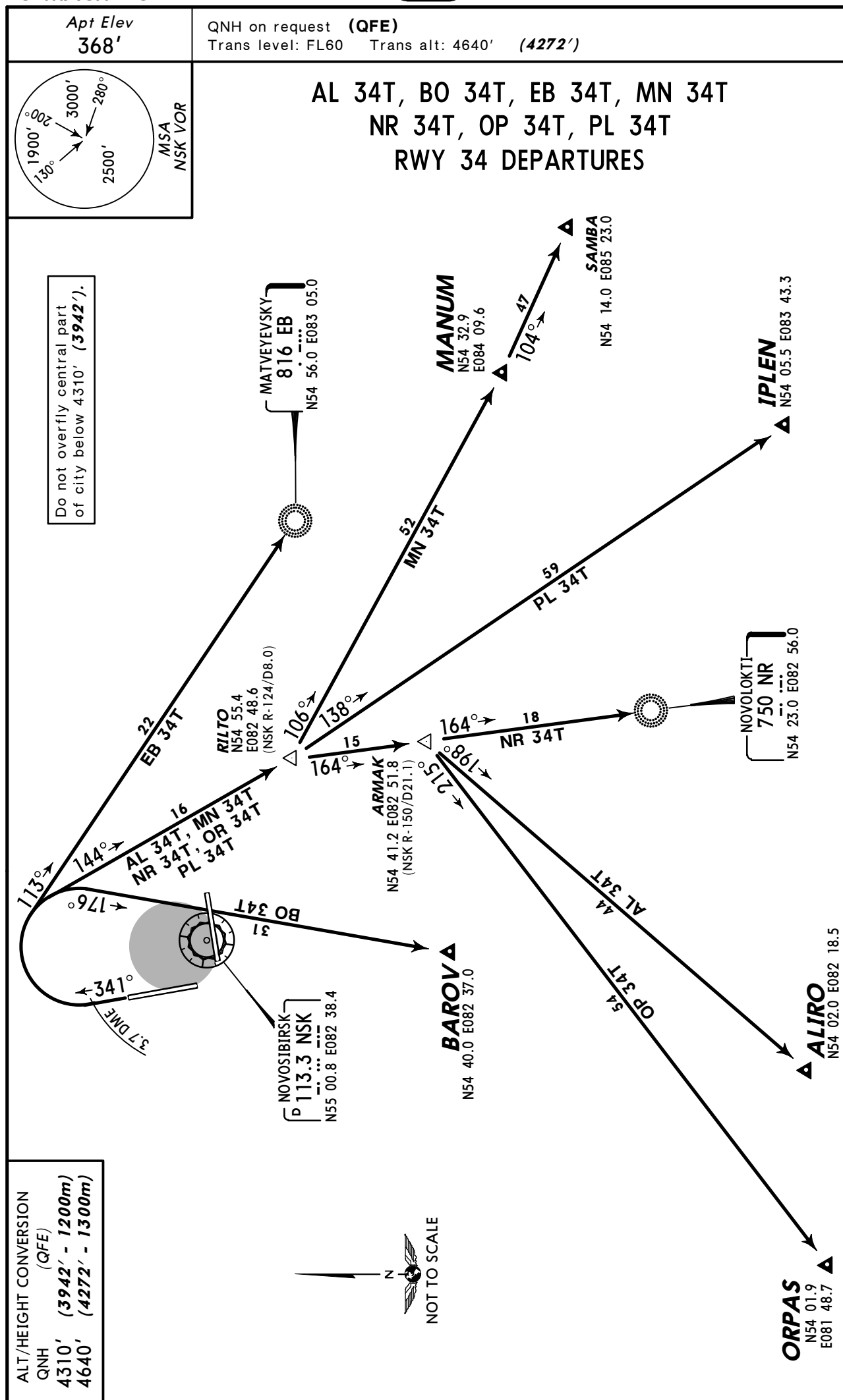
QNH (QFE)
4300' (3937' - 1200m)
4640' (4277' - 1300m)

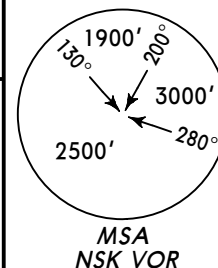
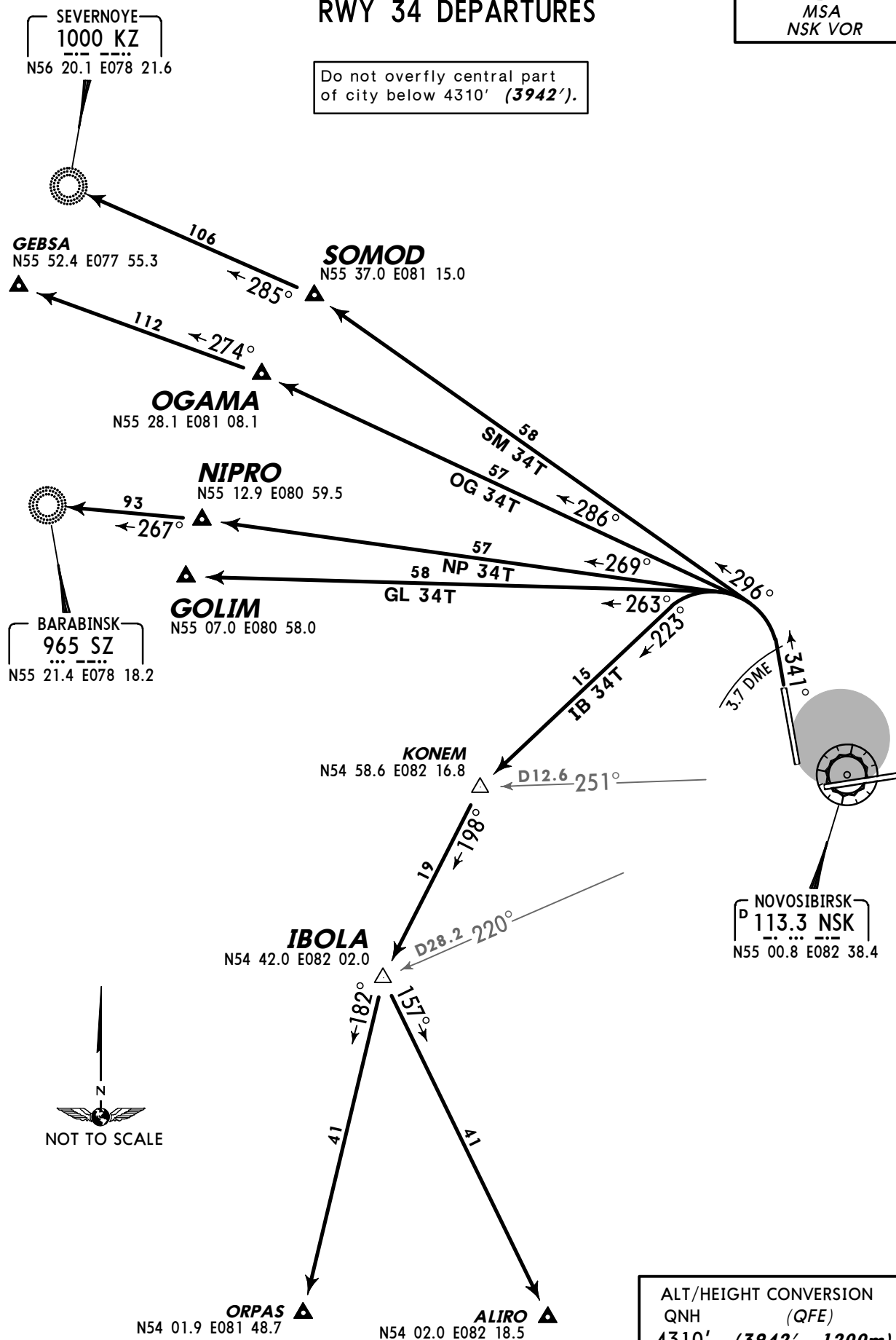
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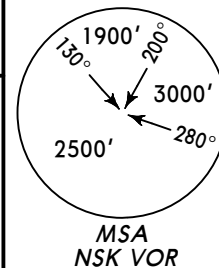
Apt Elev
368'QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4277')Do not overfly central part
of city below 4300' (3937').

Apt Elev
368'QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4272')GV 34T, KD 34T, OR 34T
RWY 34 DEPARTURESDo not overfly central part
of city below 4310' (3942').ALT/HEIGHT CONVERSION
QNH (QFE)
4310' (3942' - 1200m)
4640' (4272' - 1300m)

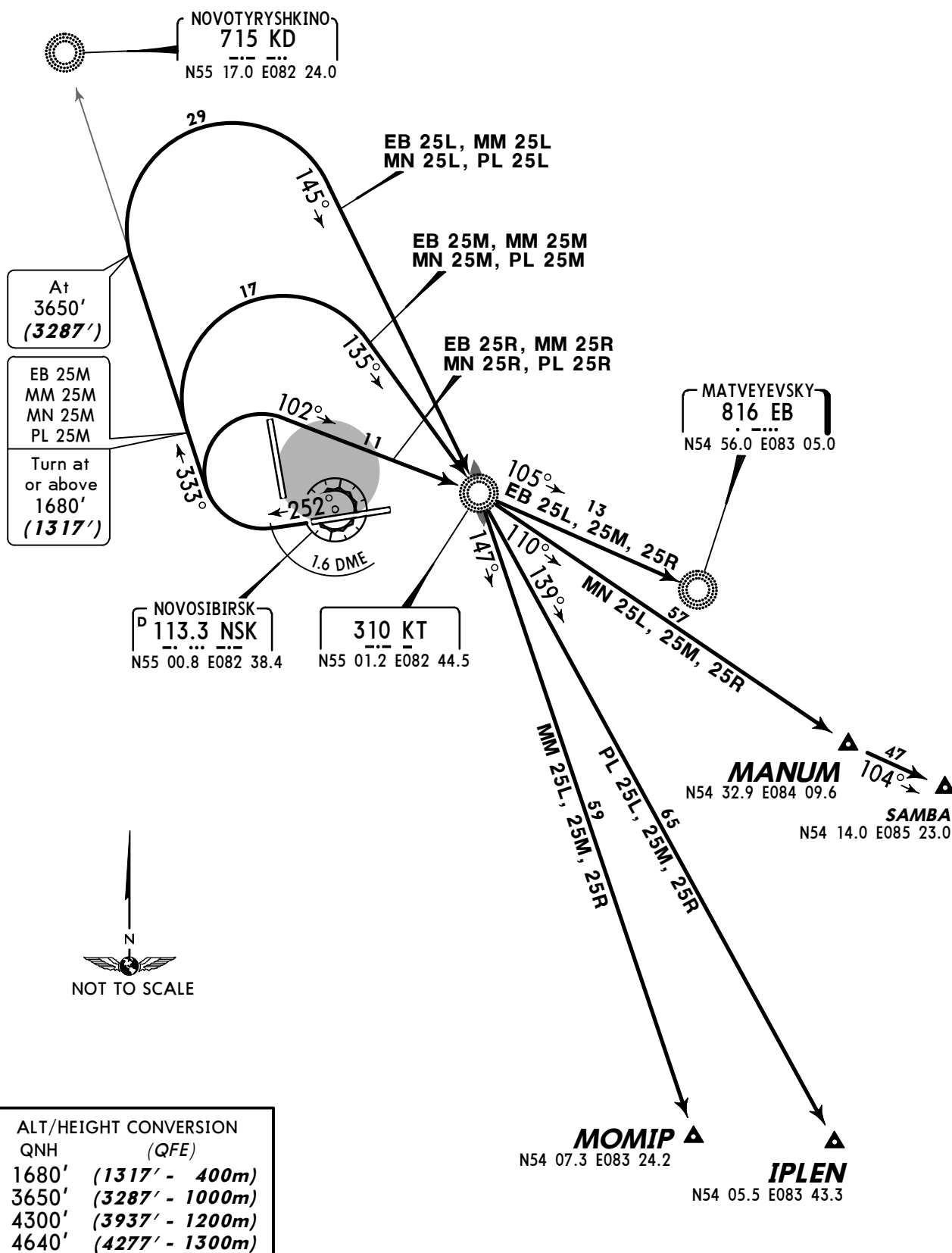
Apt Elev
368'QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4272')MSA
NSK VORLK 34T
RWY 34 DEPARTUREDo not overfly central part
of city below 4310' (3942').ALT/HEIGHT CONVERSION
QNH (QFE)
4310' (3942' - 1200m)
4640' (4272' - 1300m)NOVOSIBIRSK
D 113.3 NSK
N55 00.8 E082 38.4



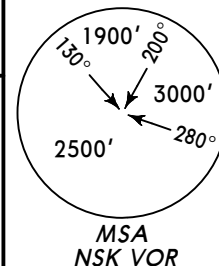
Apt Elev
368'QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4272')GL 34T, IB 34T, NP 34T
OG 34T, SM 34T
RWY 34 DEPARTURESDo not overfly central part
of city below 4310' (3942').

Apt Elev
368'QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4277')

EB 25L, EB 25M, EB 25R
MM 25L, MM 25M, MM 25R
MN 25L, MN 25M, MN 25R
PL 25L, PL 25M, PL 25R
RWY 25 DEPARTURES
BY ATC

Do not overfly central part
of city below 4300' (3937').

ALT/HEIGHT CONVERSION	
QNH	(QFE)
1680'	(1317' - 400m)
3650'	(3287' - 1000m)
4300'	(3937' - 1200m)
4640'	(4277' - 1300m)

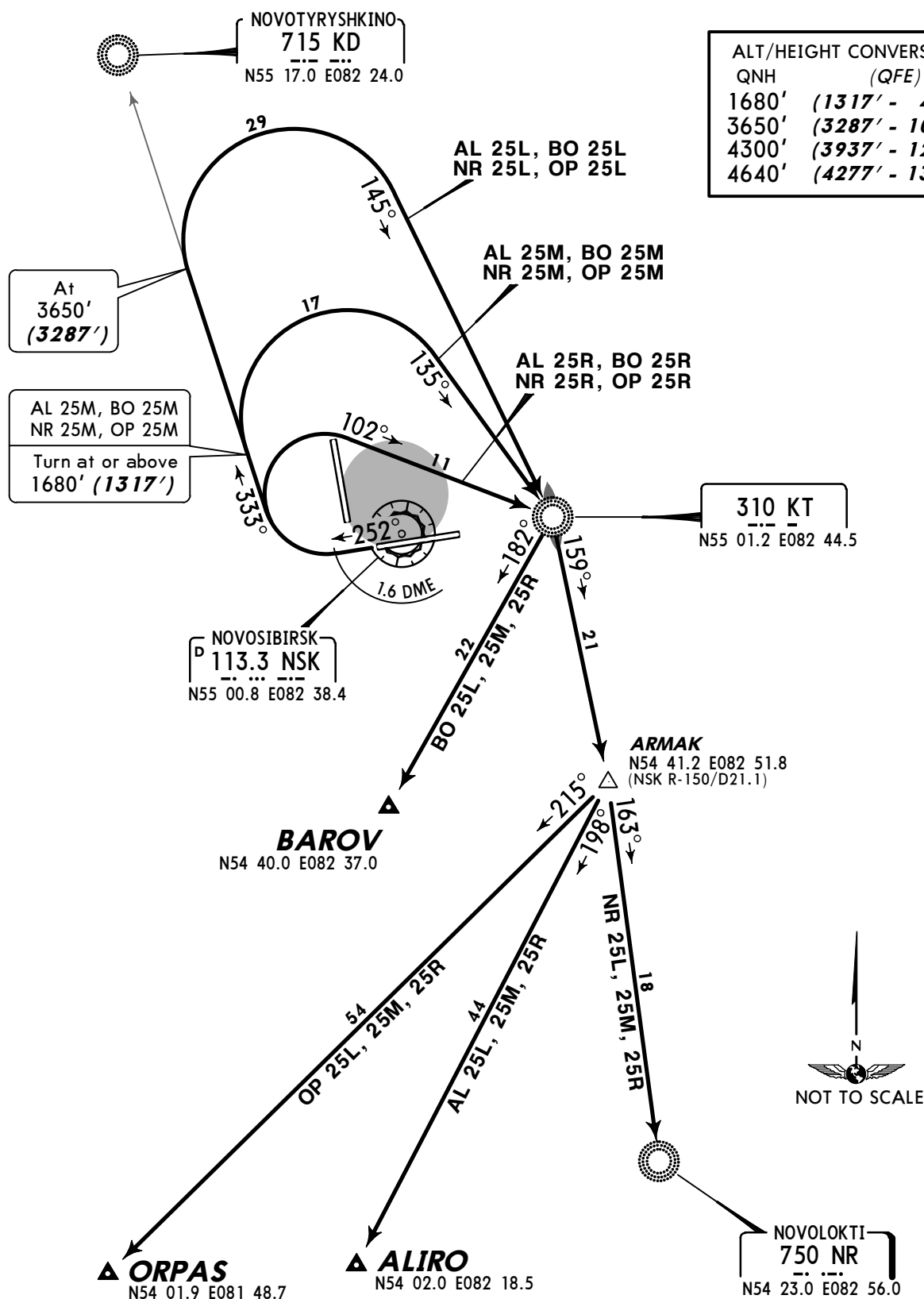
Apt Elev
368'QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4277')

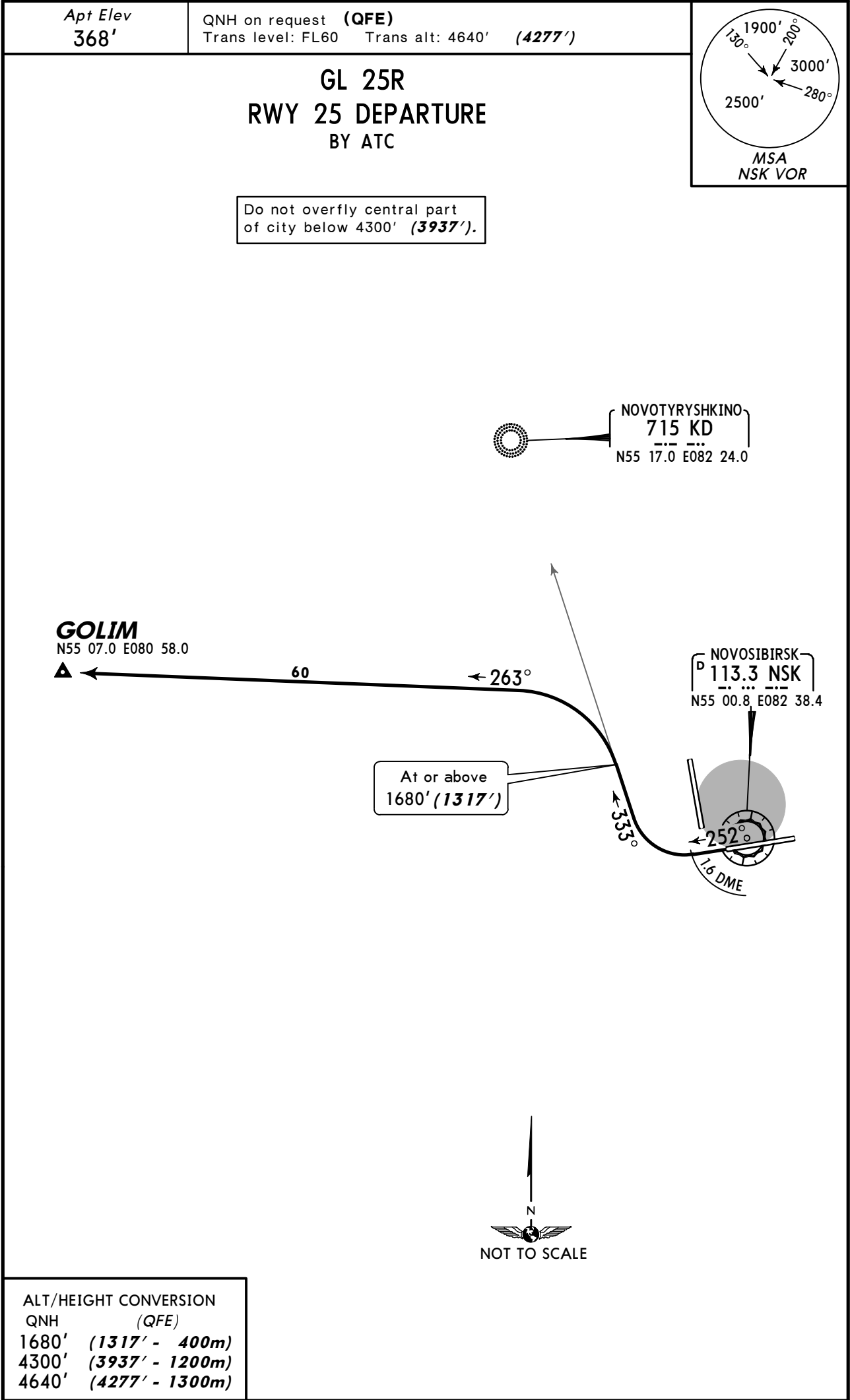
AL 25L, AL 25M, AL 25R
BO 25L, BO 25M, BO 25R
NR 25L, NR 25M, NR 25R
OP 25L, OP 25M, OP 25R
RWY 25 DEPARTURES
BY ATC

Do not overfly central part
of city below 4300' (3937').

ALT/HEIGHT CONVERSION

QNH	(QFE)
1680'	(1317' - 400m)
3650'	(3287' - 1000m)
4300'	(3937' - 1200m)
4640'	(4277' - 1300m)





NOISE ABATEMENT PROCEDURES

GENERAL

Noise abatement procedures shall be executed by crews of all aircraft. Overflying the central part of the city at or below 4310' (3945' - 1200m) is prohibited.

ARRIVALS

Runway 07 is noise preferential and shall be used for approach to the greatest extent possible.

Restrictions

Restrictions for cross-wind and tail-wind components are as in accordance with the Airplane Flight Manual for the specified aircraft type. It is allowed to land on runway when friction coefficient is 0.3 or more.

Straight-in approach is allowed on landing heading 072° when transition level has been reached before a distance of 16.2 NM or more.

DEPARTURES

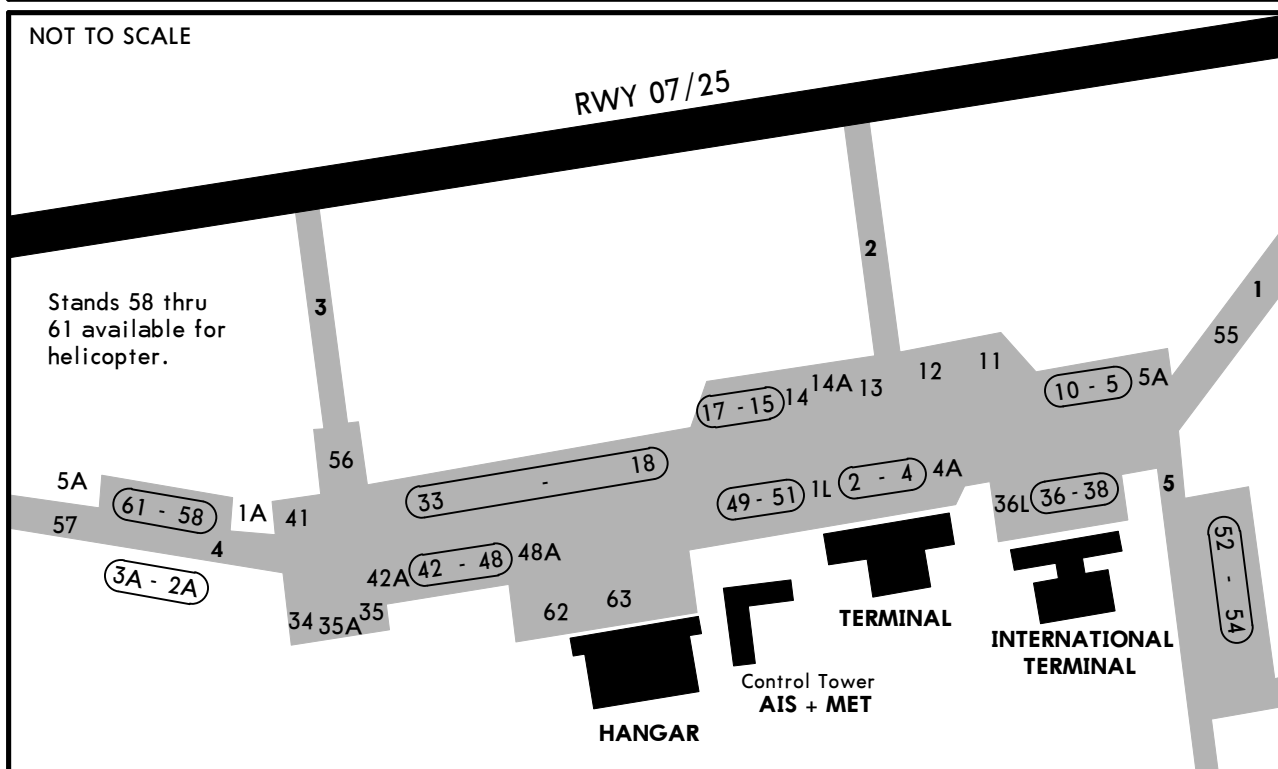
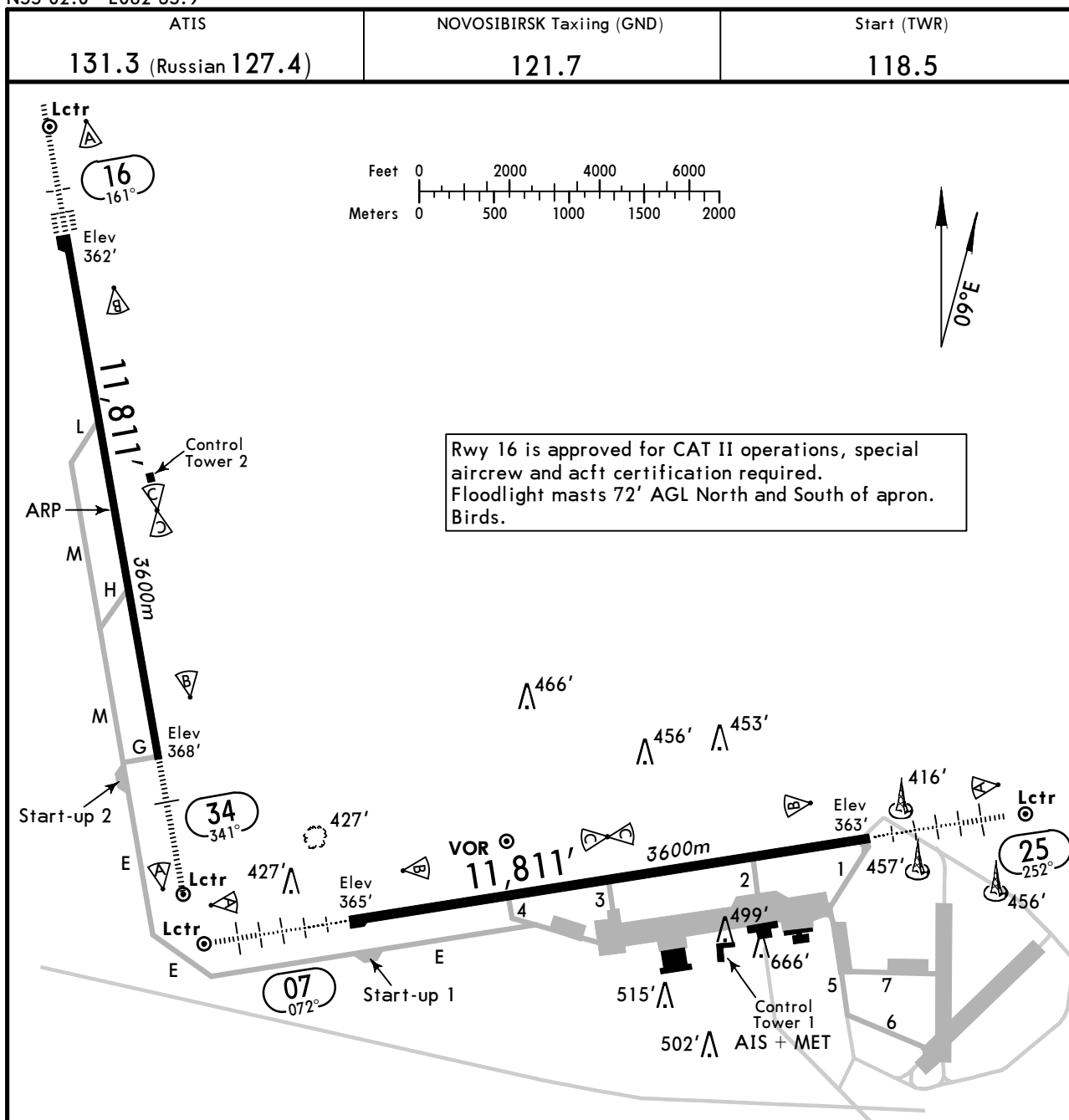
The noise abatement procedures stated below shall not be executed at the expense of reduction of flight safety or in case of engine failure during take-off.

Restrictions

Restrictions on maximum cross-wind and tail-wind components are as in accordance with the Airplane Flight Manual for the specified aircraft type. It is allowed to take-off from dry and wet runway when friction coefficient is 0.3 or more.

Runway 07 special take-off procedure

During take-off the initial turn shall be carried out at 1.1 NM from departure threshold.



ADDITIONAL RUNWAY INFORMATION						
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH	
		Threshold	Landing Beyond Glide Slope			
07	HIRL (60m) HIALS PAPI-L (angle 3.0°) RVR		10,778' 3285m	1	197' 60m	
25			11,204' 3415m			
1 TAKE-OFF RUN AVAILABLE RWY 07: From rwy head 11,483' (3500m) 2 twy 4 int 7874' (2400m) twy 3 int 5741' (1750m) RWY 25: From rwy head 11,483' (3500m) 2 twy 2 int 9022' (2750m) twy 3 int 5741' (1750m) 2 First 328'/100m unusable for take-off.						
16	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°) RVR		10,657' 3248m	11,483' 3500m	148' 45m	
34	HIRL (60m) CL (15m) HIALS PAPI-L (3.0°) RVR		11,203' 3415m	3		
3 TAKE-OFF RUN AVAILABLE RWY 34: From rwy head 11,483' (3500m) twy H int 7546' (2300m)						
TAKE-OFF						
	Rwys 16/34	AIR CARRIER (JAA)		All Rwys		
	LVP must be in force	LVP must be in force				
	RL & CL	RCLM (DAY only) or RL		RCLM (DAY only) or RL		
A						
B	200m (150m)	250m		400m		
C						
D	250m (200m)	300m				

STRAIGHT-IN RWY		A	B	C	D
07	ILS	565' (200')	565' (200')	565' (200')	565' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ①	710' (345')	710' (345')	710' (345')	710' (345')
	with FAF	R900m	R900m	R900m	R900m
	<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m
	NDB ①	1110' (745')	1110' (745')	1110' (745')	1110' (745')
	w/o FAF	C2700m	C2700m	C2700m	C2700m
16	CAT 2 ILS	462' (100')	462' (100')	462' (100')	462' (100')
		RA104' R350m	RA104' R350m	RA104' R350m	RA104' R350m
	ILS	562' (200')	562' (200')	562' (200')	562' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ①	680' (318')	680' (318')	680' (318')	680' (318')
	with FAF	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1400m	R1400m	R1400m	R1400m
	NDB ①	720' (358')	720' (358')	720' (358')	720' (358')
	w/o FAF	R1000m	R1000m	R1200m	R1200m
	<i>ALS out</i>	R1600m	R1600m	R1600m	R1600m
25	ILS	563' (200')	563' (200')	563' (200')	563' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ①	720' (357')	720' (357')	720' (357')	720' (357')
	with FAF	R900m	R900m	R900m	R900m
	<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m
	NDB ①	1320' (957')	1320' (957')	1320' (957')	1320' (957')
	w/o FAF	C3800m	C3800m	C3800m	C3800m
	<i>ALS out</i>	C4500m	C4500m	C4500m	C4500m
34	ILS	568' (200')	568' (200')	568' (200')	568' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ①	700' (332')	700' (332')	700' (332')	700' (332')
	with FAF	R800m	R800m	R800m	R800m
	<i>ALS out</i>	R1500m	R1500m	R1500m	R1500m
	NDB ①	1010' (642')	1010' (642')	1010' (642')	1010' (642')
	w/o FAF	C2300m	C2300m	C2300m	C2300m
	<i>ALS out</i>	C3000m	C3000m	C3000m	C3000m

① Continuous Descent Final Approach.

TAKE-OFF RWY 07, 16, 25, 34

	Approved Operators HIRL, CL & mult. RVR req	LVP must be in force			RCLM (DAY only) or RL	NIL (DAY only)
		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A	125m	150m	200m	250m	400m	500m
B						
C						
D	150m	200m	250m	300m		

STRAIGHT-IN RWY		A	B	C	D
07	ILS	565' (200')	565' (200')	565' (200')	565' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	NDB	710' (345')	710' (345')	710' (345')	710' (345')
	with FAF <i>ALS out</i>	R900m R1500m	R1000m R1500m	R1000m R1800m	R1400m R2000m
16	NDB	1110' (745')	1110' (745')	1110' (745')	1110' (745')
	w/o FAF <i>ALS out</i>	R1200m R1500m	R1400m R1500m	R1400m R2000m	R1800m R2000m
	CAT 2 ILS	462' (100')	462' (100')	462' (100')	462' (100')
		RA104' R350m	RA104' R350m	RA104' R350m	RA104' R350m
	ILS	562' (200')	562' (200')	562' (200')	562' (200')
		R550m	R550m	R550m	R550m
25	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	NDB	680' (318')	680' (318')	680' (318')	680' (318')
	with FAF <i>ALS out</i>	R900m R1500m	R1000m R1500m	R1000m R1800m	R1400m R2000m
	NDB	680' (318')	680' (318')	680' (318')	680' (318')
	w/o FAF <i>ALS out</i>	R900m R1500m	R1000m R1500m	R1000m R1800m	R1400m R2000m
34	ILS	563' (200')	563' (200')	563' (200')	563' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	NDB	720' (357')	720' (357')	720' (357')	720' (357')
	with FAF <i>ALS out</i>	R900m R1500m	R1000m R1500m	R1000m R1800m	R1400m R2000m
34	NDB	1320' (957')	1320' (957')	1320' (957')	1320' (957')
	w/o FAF <i>ALS out</i>	R1200m R1500m	R1400m R1500m	R1400m R2000m	R1800m R2000m
	ILS	568' (200')	568' (200')	568' (200')	568' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
34	NDB	700' (332')	700' (332')	700' (332')	700' (332')
	with FAF <i>ALS out</i>	R900m R1500m	R1000m R1500m	R1000m R1800m	R1400m R2000m
	NDB	1010' (642')	1010' (642')	1010' (642')	1010' (642')
	w/o FAF <i>ALS out</i>	R1000m R1500m	R1200m R1500m	R1200m R2000m	R1600m R2000m

TAKE-OFF RWY 07, 25

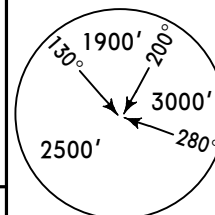
LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

TAKE-OFF RWY 16, 34

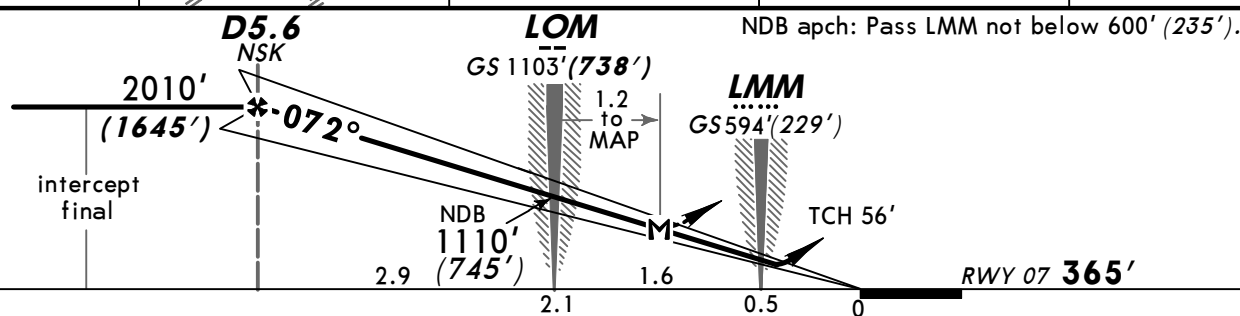
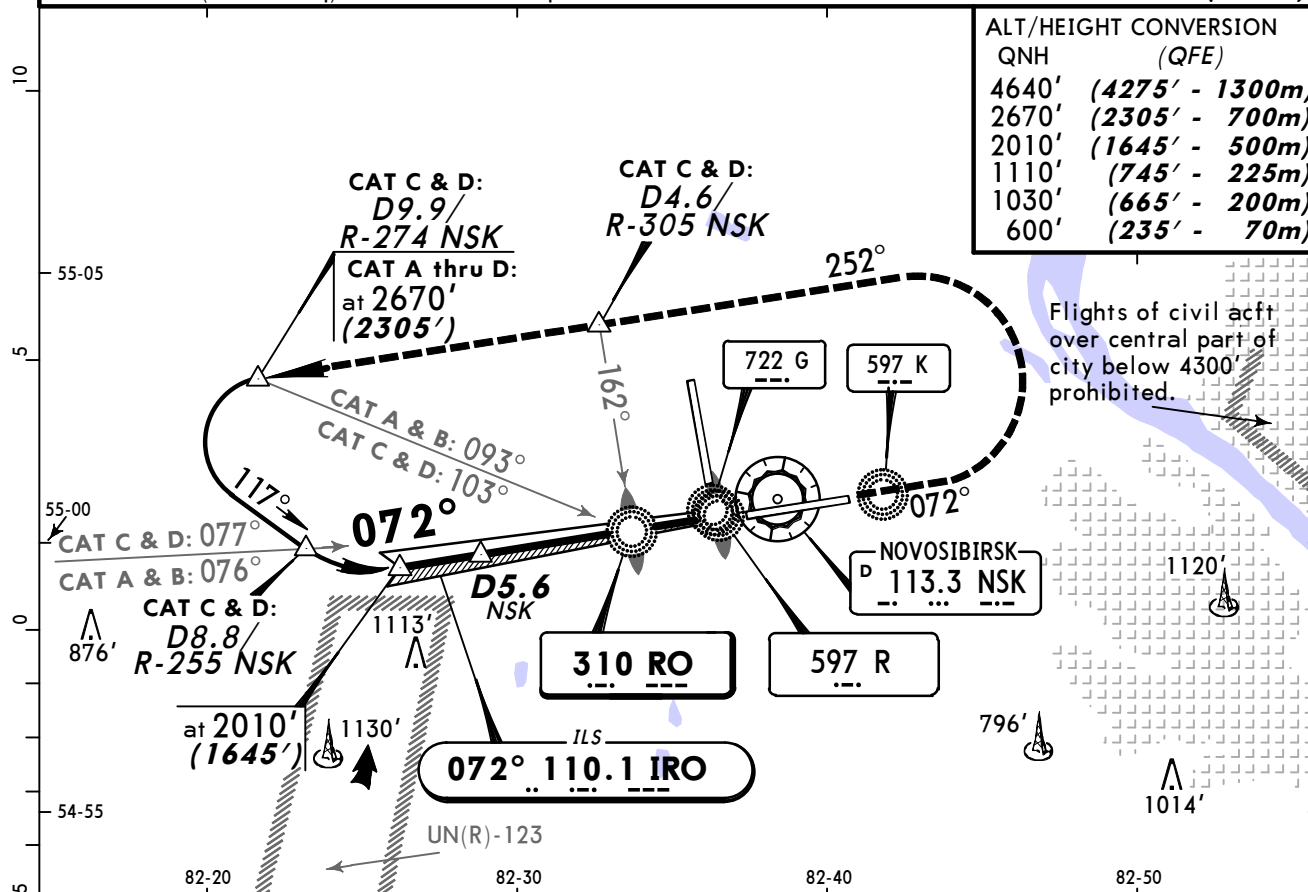
LVP must be in force					
Approved Operators					
HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	125m	150m	200m	250m	400m
B					
C					
D	150m	200m	250m	300m	500m

NOVOSIBIRSK, RUSSIA
ILS or 2 NDB Rwy 07

BRIEFING STRIP™



ALT/HEIGHT CONVERSION	
QNH	(QFE)
4640'	(4275' - 1300m)
2670'	(2305' - 700m)
2010'	(1645' - 500m)
1110'	(745' - 225m)
1030'	(665' - 200m)
600'	(235' - 70m)



<i>Gnd speed-Kts</i>	70	90	100	120	140	160				
<i>ILS GS or NDB Desc Angle 3.00°</i>	372	478	531	637	743	849				
<i>FAF to MAP 4.1</i>	3:31	2:44	2:28	2:03	1:45	1:32				

STRAIGHT-IN LANDING RWY 07																
ILS				LOC (GS out)	With FAF		NDB		W/o FAF							
DA(H) 565'(200')					MDA(H) 710'(345')				MDA(H) 1110'(745')							
FULL		ALS out					ALS out				ALS out					
A	RVR 720m VIS 800m		1200m		NOT AUTH		1200m		RVR 1500m VIS 1600m		1200m		RVR 1500m VIS 1600m			
RVR 1800m VIS 2000m																
2800m											3600m					
RVR 1500m VIS 1600m											RVR 1800m VIS 2000m		3600m		4000m	

CHANGES: Minimums.

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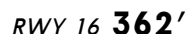
PANS OPS

MSA NSK VOR

CAT C & D:

ALT/HEIGHT CONVERSION	
QNH	(QFE)
4640'	(4278' - 1300m)
2660'	(2298' - 700m)
2010'	(1648' - 500m)
1070'	(708' - 215m)
1020'	(658' - 200m)
580'	(218' - 65m)

82-40



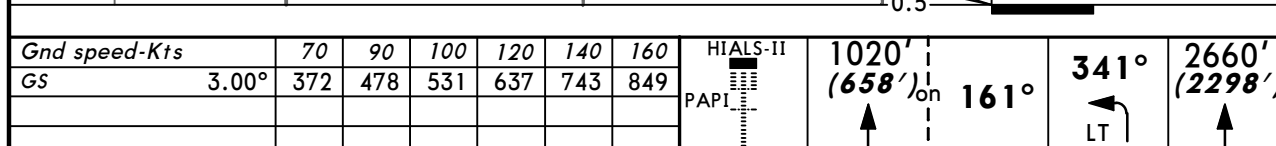
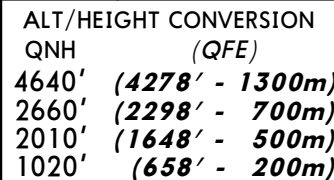
PAPI

ALS out

RVR	1500m
VIS	1600m

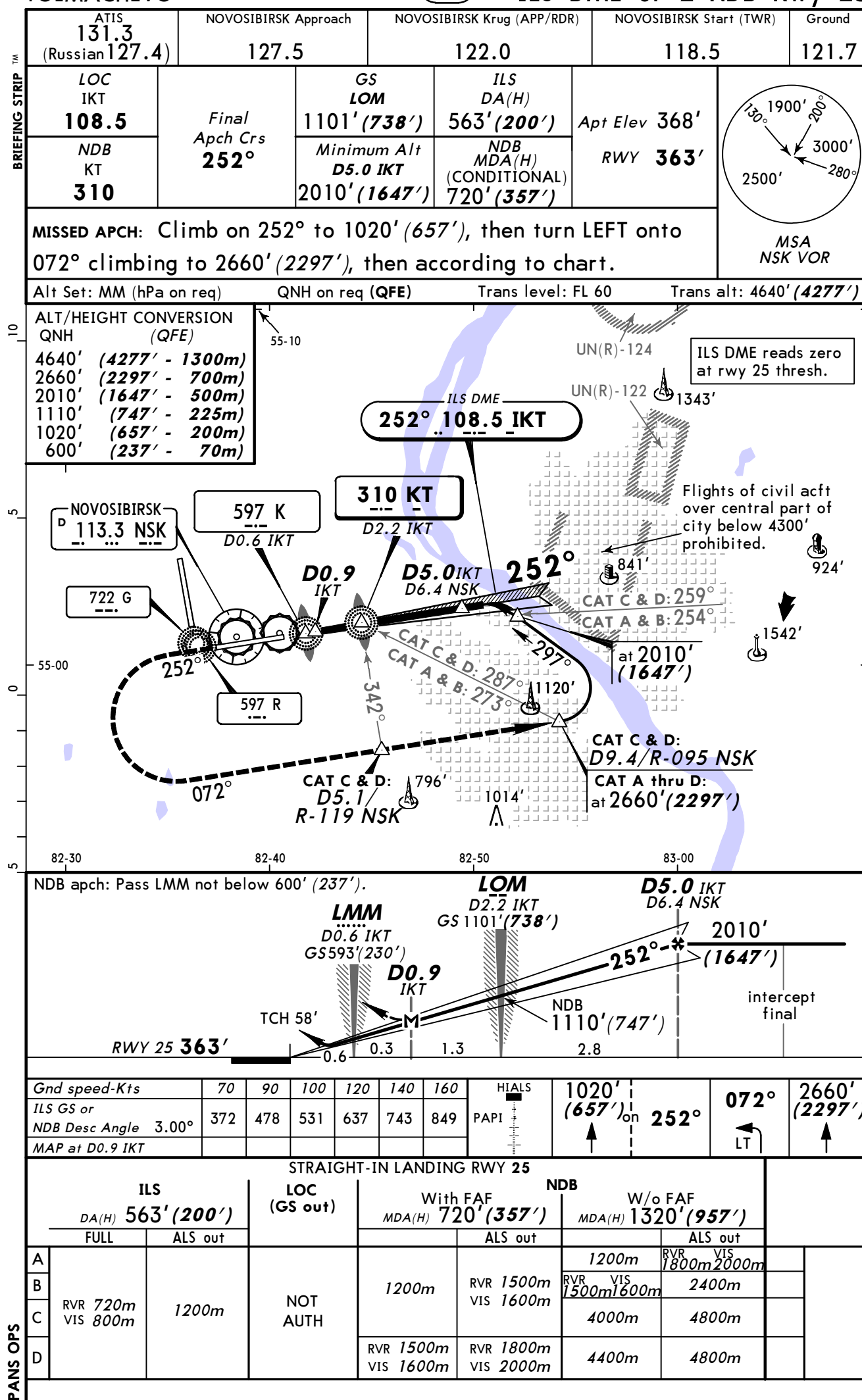
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A circular sector is shown with a central angle of 130° . The two radii are labeled $1900'$ and $2500'$. The arc length is labeled $3000'$.



$DA_{(H)}$ **462' (100')**

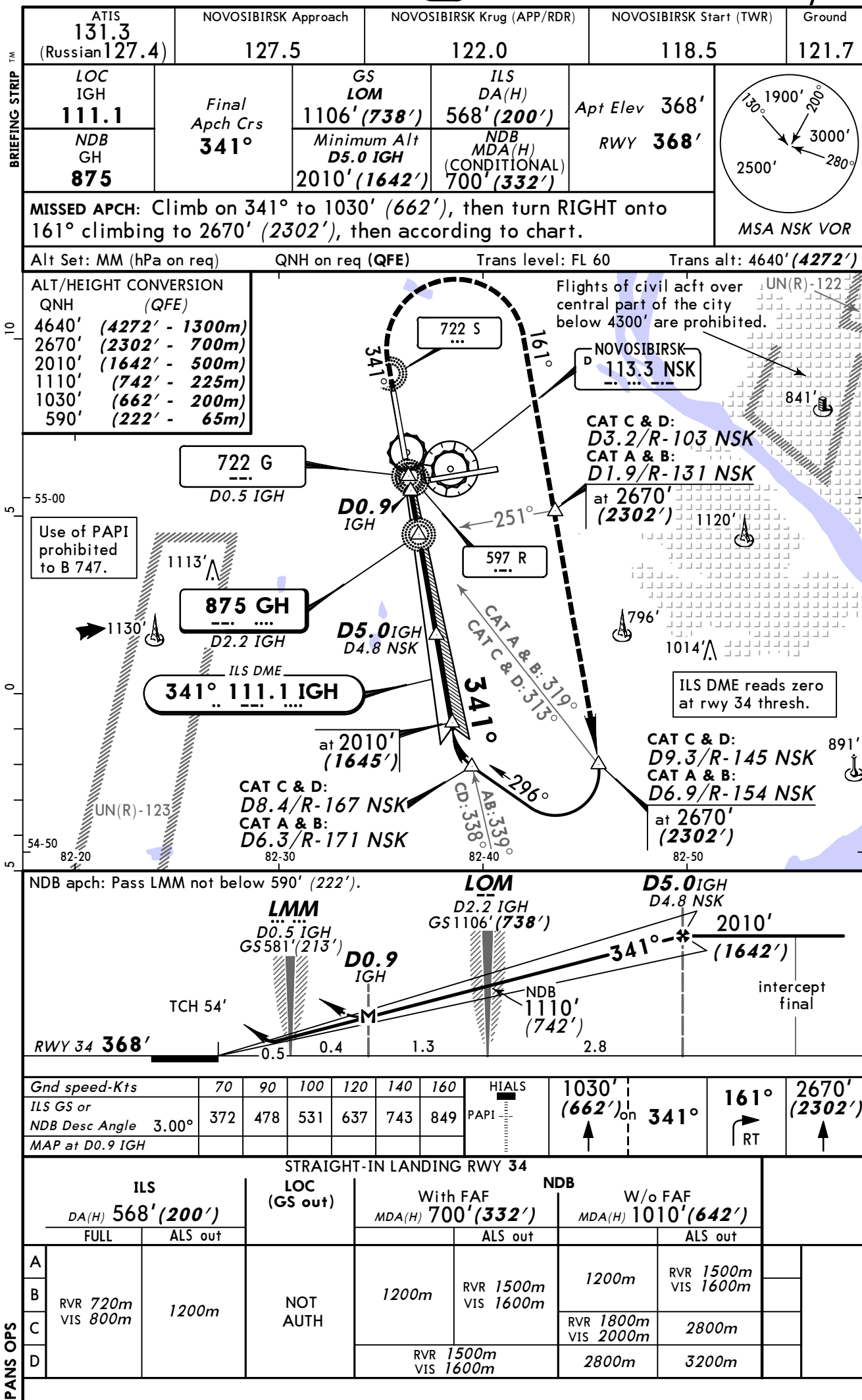
RVR **350m**



UNNT/OVB
TOLMACHEVO

27 JAN 12 (11-4)

NOVOSIBIRSK, RUSSIA
ILS DME or 2 NDB Rwy 34



CHANGES: Minimums.

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NOVOSIBIRSK, (TOLMACHEVO - UNNT)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UNNT

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Take-off rwy 07/25 from rwy head 11802'(3597m) avbl, ignore ballnote 2.

Chart Change Notices for Country RUS

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

The Russian CAA provided major changes for the AIRAC cycle effective 17 November 2011, including implementation of RVSM separation techniques and ICAO flight level system, airspace alignment and change of the existing coordinates standard to PZ-90.02. Also affected by the change are the countries of Afghanistan, Kazakhstan, Kyrgyzstan, Mongolia, Tajikistan, Turkmenistan, and Uzbekistan. We have also received late sources effective 17 November 2011. Please continue to refer to the notices published for the individual airports and our website. www.jepesen.com/eurasiachange.